

# Latitude 38

VOLUME 238, April 1997

WE GO WHERE THE WIND BLOWS

20th  
ANNIVERSARY  
ISSUE!

BULK RATE  
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Los Angeles  
CALIFORNIA



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# State of the art marina in 1997



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# HEART OF GOLD: WELL-TRAVELED, WELL-SAILED!

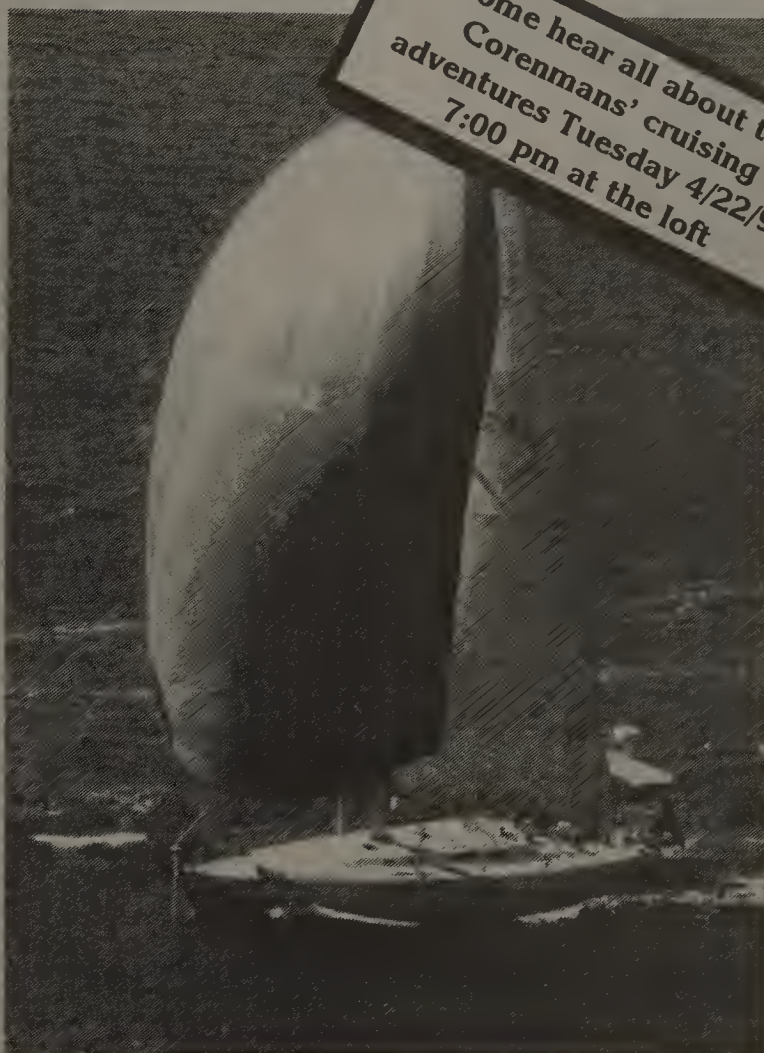
*Heart of Gold*, Jim and Sue Corenman's Schumacher 50, is half way around the world. After visiting and then revisiting some of their favorite South Pacific islands and tucking in to Auckland and then Sydney to sail in protected waters during hurricane season, *Goldie* has covered over twenty-five thousand miles since she left California in 1992. Making friends on remote islands, competing in local races against a crown prince or two, skipping a destination when the sailing is just too good - Jim and Sue really know how to cruise.

Whenever the wind is up, *Heart of Gold's* sails go up.

So when the .75 oz. spinnaker had sailed the last of its thousands of miles, Pineapple Sails was called upon to quickly build another and ship it to Langkawa, Malasia.

The Corenmans understand the value of fast, strong sails. They've enjoyed visiting exciting new places. But getting there has been half the fun.

And their Pineapple Sails have made the going great!



*\*Heart of Gold*

Visit us in booth #13 at Pacific Sail Expo 4/24 - 4/28!  
The all sail show (finally!) at Jack London Square

DEALER FOR: **Musto** Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:  
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# See Our Quality New Listings



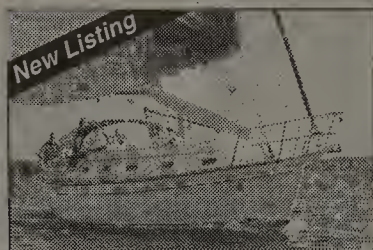
**'95 STEEL SCHOONER 60'**  
Where do you want to go?  
**\$385,000**



**'92 CREALOCK 37**  
Loaded & lovely.  
**\$182,500**



**'92 BENETEAU FIRST 38s5**  
Like new.  
**\$119,900**



**'91 ISLAND PACKET 32**  
Great cruiser.  
**\$115,000**

## BEST BROKERAGE BUYS

### SAIL

* 27' ERICSON .....	12,000
* 27' SEA RAY, 1982, engine overhaul	21,900
* 30' SOUTHERN CROSS .....	offers/27,500
* 30' YANKEE, 1975 .....	19,500
* 30' ALLIED SEA WIND Ketch, 1971 ..	23,500
* 31' CAL, 1979, outstanding .....	20,000
* 32' ISLAND PACKET, 1991 .....	115,000
* 35' PACKET CAT, 1993 .....	194,500
* 36' CATALINA, 1989, must see .....	68,500
* 36' HUNTER VISION, charter income	89,995
* 37' CREALOCK, loaded .....	182,500
* 37' ISLAND PACKET, 1995 .....	164,000
* 38' HANS CHRISTIAN, 1981 .....	100,000
* 40' PASSPORT, 1984 .....	139,000
* 46' CAL 2-46, 1974, customized ....	110,000
* 62' STEEL 3-Most Schooner, 1996 ..	385,000

### BENETEAU BROKERAGE

* 21' BENETEAU 210 w/trailer .....	17,500
* 38' BENETEAU 38s5, 1992 .....	119,900
* 43' MOORINGS 432, 1988 .....	91,000

### SELECT NATIONAL LISTINGS

35' ISLAND PACKET, 1990 .....	127,900
38' ISLAND PACKET, 1988 .....	138,000
39' BENETEAU OCEANIS 390, '92 .....	114,000
40' PASSPORT, 1984 .....	178,000
40' BENETEAU FIRST 405, 1987 .....	89,000
41' BENETEAU FIRST 41s5, 1983 .....	138,000
42' BENETEAU FIRST 42, 1982 .....	79,500
50' MOORINGS 500, 1990 .....	195,000
62' BENETEAU, 1993 .....	595,000

\* These boats are located in Richmond



**HANS CHRISTIAN 38, '81** . \$100,000  
*Mk1 cruising classic*



**PASSPORT 40, '84** ..... \$139,000  
*Great condition*



**CATALINA 36, '89** ..... \$68,500  
*Nice*



Dealer For:

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boats. This traffic  
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to Sell Your Boat!**

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COVER PHOTO by Patrick Short

20 years of sailing together, the legendary Bill Lee 67 Merlin,  
and Latitude 38.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.



# WE OFFER CHOICES NOT COMPROMISES

At Passage Yachts, we believe in offering choices so you truly get a yacht best suited to your tastes and needs. We also believe that compromises should never be made in quality. That's why we are proud to represent **Beneteau**, **Island Packet**, and **Saga**, yachts known for excellent value, superb performance and solid construction. Why compromise when you can choose from the best?

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OCEANIS 461



OCEANIS 40CC

Comfort and beauty



OCEANIS 381

Thoroughbred cruiser



FIRST 42s7

Awesome Bruce Farr design



FIRST 36s7

Elegant speedster

## ISLAND PACKET



ISLAND PACKET 45

Ultimate cruiser



ISLAND PACKET 40

Bluewater globetrotter



ISLAND PACKET 350

Versatile cruiser

## OUR SAIL EXPO LINE-UP

BENETEAU 461  
BENETEAU 400  
BENETEAU 40CC  
BENETEAU 36s7  
BENETEAU 351  
BENETEAU 321  
ISLAND PACKET 45  
ISLAND PACKET 40  
ISLAND PACKET 37  
ISLAND PACKET 350  
SAGA 43

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Designed by Robert Perry, the Saga 43 has a sleek, lean look with a longer waterline and lighter weight. The result is a faster, smoother ride with less effort. Saga's Variable Geometry Rig™ makes our 43, unlike conventionally rigged boats, easier to steer even when pressed hard on a tight reach. Below deck, accommodations feature elegant cherrywood cabinetry and plush fabrics that whisper luxury and comfort. Quick, responsive, comfortable and easy to sail.



SAGA 43

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# ISLAND PACKET YACHTS®

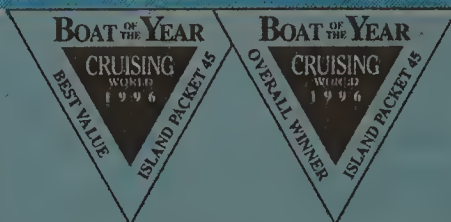
*Uniquely qualified as the benchmark for cruising yacht excellence.*

Every aspect of every yacht we build is focused on the needs and enjoyment of cruising under sail. From design concept through engineering, construction, delivery and customer relations, we've set standards that have become benchmarks for the industry. The following is one in a series that explores these aspects of our unique and remarkable yachts.

## PERFORMANCE AND SEAKEEPING

The advantages of a full keeled cruising yacht have long been recognized by naval architects and experienced sailors alike. The exceptional directional stability, controlled and safe motion in a seaway, and the unmatched strength and durability of the full keel simply cannot be duplicated by any other current hull and keel configuration.

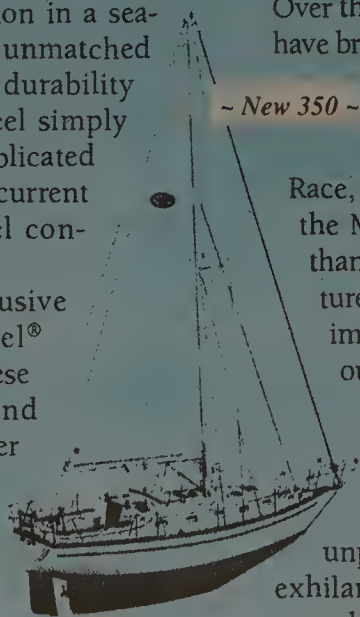
Our exclusive Full Foil Keel® delivers all these attributes, and more. Together with an easily driven hull form, generous sail plan and a moderate displacement, the air-foil shaped keel allows every



Island Packet yacht to deliver a level of performance previously



~ New 350 ~

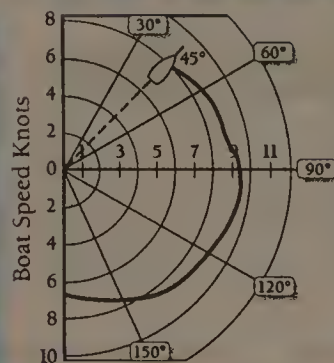


unknown in full keeled designs. And our trophy case proves it. Over the last five years our yachts have brought home more silver in such prestigious offshore events as the Bermuda Ocean Race, The Caribbean 1500, and the Marion to Bermuda Race than any other boat manufacturer. And perhaps even more impressive is that not one of our yachts ever had to withdraw because of an equipment failure.

As further reinforcement of our yachts' unparalleled combination of exhilarating performance with superb seakeeping qualities, a recurring observation from our owners who compete in offshore

events is worth repeating. While the "competition" was wearing foul weather gear, huddled on the weather rail and eating granola bars for days on end, our crews enjoyed a snug cockpit, hot gourmet meals and comfortable, dry berths. So, as the crews of other yachts dried out interior cushions and gear and attempted to physically recover from their arduous trip, our well rested crews went into town to celebrate.

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**BENETEAU**  
**20**  
**years**  
**IN THE USA**

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Beneteau 25 NEW!  
 First 36s7  
 First 42s7

### Oceanis Series

Oceanis 281  
 Oceanis 321  
 Oceanis 352 NEW!  
 Oceanis 381 NEW!  
 Oceanis 400  
 Oceanis 461 NEW!

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Oceanis 36CC NEW!  
 Oceanis 40 CC  
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Beneteau 50 NEW!  
 Beneteau 53f5  
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Oceanis 461



Beneteau 50



Beneteau 40CC



Beneteau First 36s7



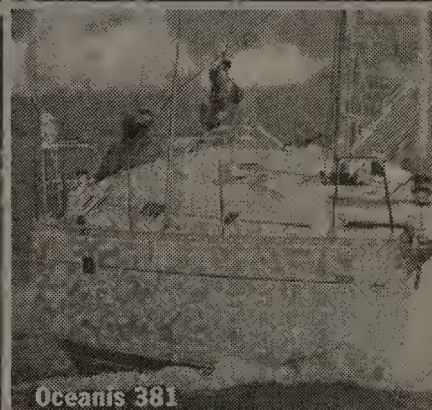
Beneteau 64



Beneteau 25



Beneteau 64



Oceanis 381

## We Build Them Better Because We've Been Building Them Longer.

When the first Beneteau was introduced to the U.S. in 1977, we had already been launching superior sailing vessels in Europe for nearly a century. Today, we are the world's leading manufacturer of sailboats.

From the tables of world-class yacht designers like Bruce Farr, every Beneteau is built on a tradition of quality, safety and innovation. In our factories here in Marion, South Carolina and in France, our craftsmen use the finest materials to translate designs into the world's best sailing yachts. And no other builder does more lab testing, tank testing and bluewater sailing than Beneteau to ensure our boats are the safest on the water.

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All reasons why you're seeing a lot more Beneteaus on the water. Isn't it time to see for yourself?

THE SEA DEMANDS THE BEST  
 SHOULDN'T YOU?

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\$990,000.

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Air conditioning and more. \$369,000.

#### 48' PRIVILEGE 14.7



New engines, many upgrades.  
At our dock. \$329,000.

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3 staterooms and inside steering.  
Solid offshore cruiser. \$69,000.

#### NEW & IN STOCK ~ 35' TOBAGO



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#### Multihulls Worldwide

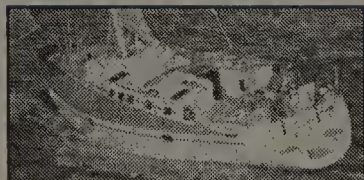
35' TOBAGO, '93 .....	\$169,000	46' CASAMANCE, '88 ..	\$259,000
37' LAGOON, '93 .....	\$245,000	46' ST. FRANCIS, '93 ....	\$329,000
37' ANTIGUA .....	\$159,000	47' LAGOON, '91 .....	\$315,000
39' PRIVILEGE .....	from \$169,000	47' HARMONY, '91 .....	\$299,000
39' FIDJI, '91 .....	\$148,000	48' PRIVILEGE 14.7 .....	\$295,000
39' POLYNESIA, '91 .....	\$139,000	48' PRIVILEGE 482 .....	\$425,000
40' NORSEMAN .....	\$129,000	50' GRAAL, '93 .....	\$415,000
42' LAGOON, '91 .....	\$229,000	55' MASHFORD, '88 .....	\$438,000
42' PRIVILEGE, '92 .....	\$440,000	55' LAGOON, '89 from	\$429,000
42' GRAAL, '90 .....	\$229,000	57' LAGOON, '93 .....	\$730,000
42' CATANA, '90 .....	\$250,000	64' SHUTTLEWORTH .....	\$995,000
42' VENEZIA, '93 .....	\$289,000	65' WINDMAR, '92 .....	\$695,000
43' ST. FRANCIS, '94 ....	\$295,000		

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51' BENETEAU, '92 ..... \$179,000  
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'95 model is virtually new, must sell. Great price.

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43' C&C .....	\$119,000
43' SWAN 431 .....	\$129,000
44' IRWIN, '92 .....	\$110,000
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44' GULFSTAR, '82 .....	\$119,000
45' ROBERTS .....	\$216,000
45' BENETEAU 456 .....	\$163,200
45' BENETEAU 456, '85 .....	\$163,200
45' BENETEAU 456, '91 .....	\$145,000
46' VENUS .....	\$229,000
48' C&C LANDFALL .....	\$199,000
48' ROBERTS STEEL .....	\$229,000
51' BENETEAU 510 .....	\$179,000
52' DYNAMIQUE, '90 .....	\$160,000
55' SWAN, '70 .....	\$439,000

55' TAYANA, '87 .....	\$289,000
62' NAUTICAL, '85 .....	\$412,000
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#### Multihulls

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36' SOLARIS, '91 .....	\$147,500
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38' TROPIC, '88 .....	\$89,000
39' FAIR CAT, '94 .....	\$179,000
40' NORSEMAN, '91 .....	\$129,000
42' FAST CAT, '87 .....	\$140,000
46' C.N. UNTXIN, '92 .....	\$440,000
47' HARMONY, '91 .....	\$299,000
48' PRIVILEGE, '90 .....	\$295,000
60' OLLIER, '84 .....	\$175,000
60' SPRONK, '78 .....	\$229,000
64' SHUTTLEWORTH, '90 .....	\$990,000
75' E.T.E.L. CHARTER .....	\$375,000

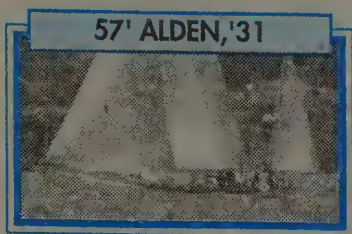
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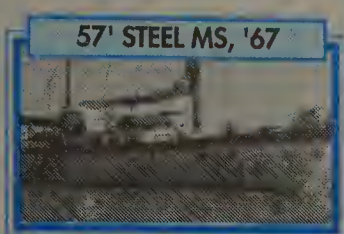
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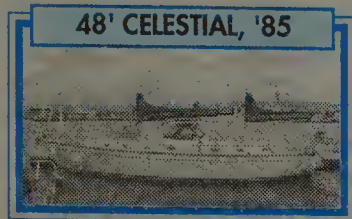
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Classic yacht in good condition.  
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57' STEEL MS, '67

Comfortable world cruiser.  
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48' CELESTIAL, '85

Equipped for cruising and ready to  
leave. Now asking \$200,000.



44' PETERSON

New to the market, exceptionally clean  
and well equipped. \$124,900.



44' HARDIN, '78

Cruise to Mexico or liveaboard —  
great for both. \$115,000.



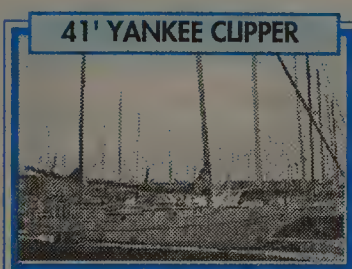
42' PASSPORT, '85

Cleanest 42 on the West Coast.  
At our dock. Just reduced to \$169,000.



47' VAGABOND

3 staterooms and brand new aluminum  
spars. \$149,000.



41' YANKEE CLIPPER

Garden designed offshore cruiser.  
Just listed and asking \$69,500.



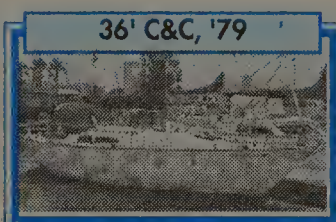
40' PEARSON, '79

Racer/cruiser with custom interior.  
2 boat owner wants offer. \$69,950.



39' WESTSAIL, '84

Great couples cruiser in very good  
condition. Asking \$114,900.



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Owner wants out of boat NOW!  
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36' ALLIED, '77

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# Bay Island YACHTS



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Mike Clausen • Neil Riley  
Chuck Sorensen • Dave Wolfe

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25' YAMAHA .....	\$8,950
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27' ERICSON, '78 .....	\$11,900
28' PEARSON, '79 .....	\$19,000
29' CAL .....	\$13,900
29' ERICSON .....	\$14,900
29' CAL .....	2 from \$12,500
30' ISLANDER, '84 .....	\$32,000
30' S-29.2C, '85 .....	\$29,950
30' NEWPORT MkIII .....	\$22,950
30' ISLANDER BAHAMA ..	\$26,500
32' CHALLENGER .....	Just Listed
34' ERICSON X .....	\$29,950

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27' NOR'SEA, '86 .....	\$59,000
27' NOR'SEA, '93 .....	\$73,000
28' CAT FISHER .....	\$65,000
30' S-29.2A .....	\$36,500
38' BENETEAU 38s5 .....	\$109,900
39' IRWIN .....	\$48,000
40' PEARSON .....	\$69,950
41' YANKEE CLIPPER, '74	\$69,900
41' FREEPORT .....	\$92,500
41' ULTRAUGHT .....	\$44,900
42' PASSPORT .....	\$169,000
44' HARDIN .....	\$115,000
44' PETERSON .....	\$124,500
45' COLUMBIA .....	\$62,000
45' JEANNEAU, '85 .....	\$119,000
47' VAGABOND .....	\$149,900
47' CELERE .....	NEW \$399,500
48' PRIVILEGE CAT .....	\$298,000
48' CELESTIAL .....	\$200,000
50' COLUMBIA .....	\$104,900
57' ALDEN, '31 .....	\$225,000
57' STEEL MOTORSAILER	\$175,000

## Small Yacht Division



32' CHALLENGER

Roomy 32'er. Great for coastal cruising.  
Just listed.



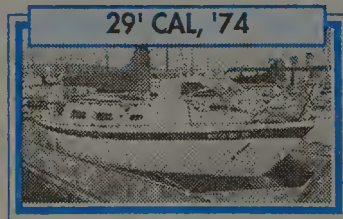
30' ISLANDER, '84

Very clean & loaded. Our dock. \$32,000.



30' NEWPORT, '82

Great Bay boat. Comfortable. \$22,950.



29' CAL, '74

We have two to choose from.  
Popular class racer/cruiser. \$13,900.

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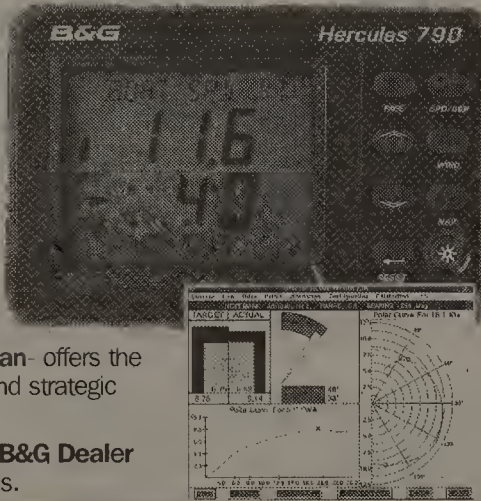


# B&G HERCULES 790

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B&G's advanced systems have been chosen by the winners of just about every top competitive event across the globe - and most of the field as well. Now their latest **Hercules 790** system - plus its outstanding software package **B&G Tactician** - offers the last word in tactical and strategic management today.

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**PACIFIC  
SAIL EXPO**  
April 24-26, 1997



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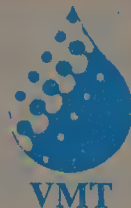
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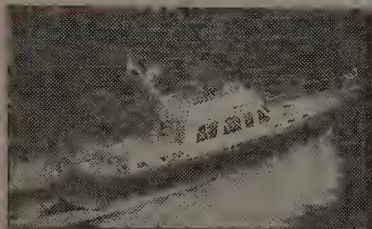
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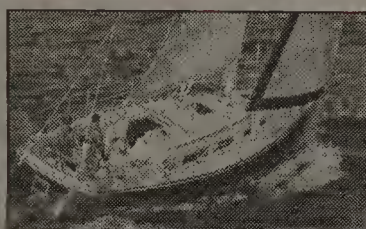
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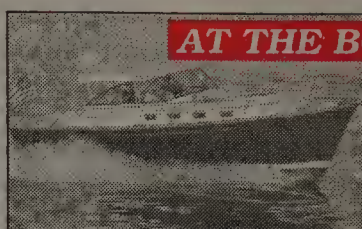
**Sabreline 47**

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**Sabreline 36**

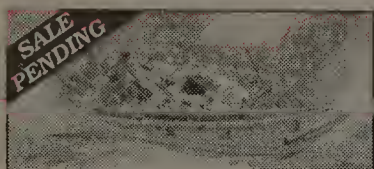
'Ultimate' sailor's powerboat. Now available for your inspection. Call us.



**Sabre 402**

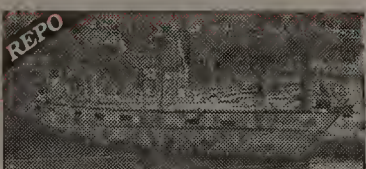
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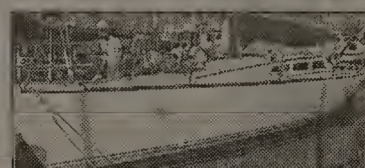
**Sabre 42**

**\$183,500**



**Explorer 45**

**\$115,500**



**Olson 40**

**\$92,000**



**Swan 44**

**\$133,500**



**DeVries Steel Cutter**

**\$129,500**



**Islander 37**

**\$35,000**

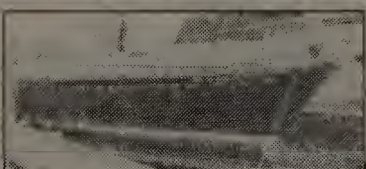


**Islander 36**

**\$49,750**



**Maxi MORC Wolf Pack**



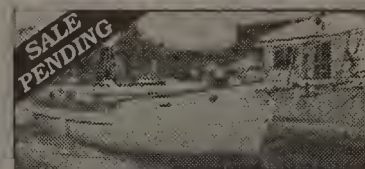
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April 24-28, 1997

🚢 **April 24-28: Pacific Sail Expo, Jack London Square, Oakland...**

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🚢 **April 26-27: Open Boat Weekend, Marina Village, Alameda...**

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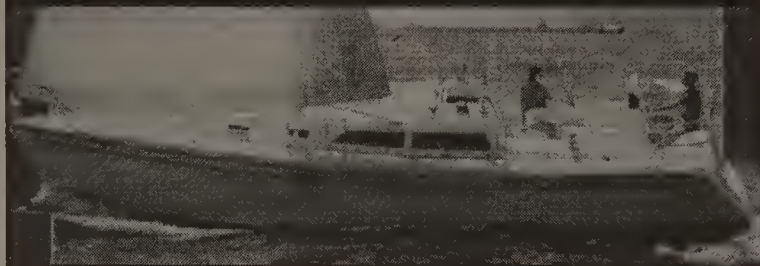
**CATALINA 42 MKII**



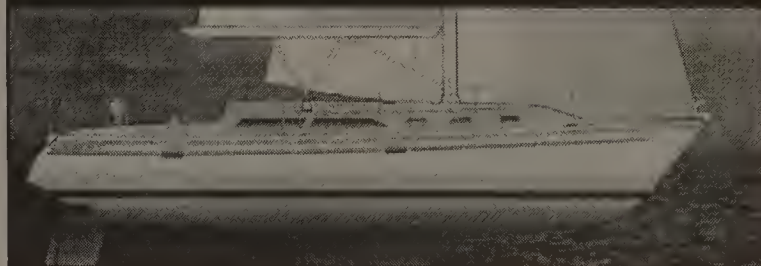
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# Cruising Catamarans Offer 6 Major Advantages Compared to Monohull Sailboats

An increasing number of former "die-hard" monohull sailors are discovering the benefits of switching to the cruising catamaran alternative. Time and again these sailors mention six compelling reasons:

**1. No-Heel Sailing.** You don't live in a home built at an angle. You don't drive a car jacked up on one side. So why accept a monohull sailboat when that requires you to live at a 15-to-25 degree angle? Cruising catamarans heel barely 6 degrees!

**2. Exhilarating Performance.** Today's modern, production-built cats will carry you at speeds 25% to 50% faster than a similar length cruising monohull. That means while, say, a 35-foot monohull is doing 6 knots, the 35-foot cruising cat does 7.5 to 9 knots. (And off the wind the cat delivers even faster speeds – 75% to 100% faster than the monohull.)

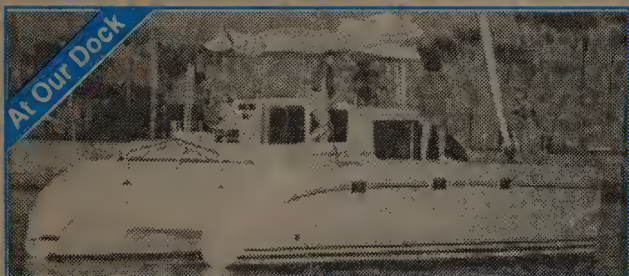
**3. Superior Motoring Performance.** With a cat's twin props set 12-to-20-feet apart, maneuverability under power is superior to most powerboats of similar length, let alone all other monohull sailboats. And twin engines mean twice the reliability.

**4. Roominess.** Cruising cats are much roomier than single-hull sailboats. That's because the cat's beam is wider, and the wider beam is carried the length of the cat (unlike a monohull's pinched bow and stern regions). In fact, if you multiply the length of a cruising cat by 1.25, the resulting number equals the size monohull required to achieve comparable room. Example: a 35' cat is as roomy as a 43' monohull ( $35 \times 1.25 = 43$ ). Yet, the 35-foot cat will be less expensive, plus lighter, quicker and easier to handle than that 43-footer!

**5. Shallow Draft and Beachability.** Cruising cats can sneak you into the "skinny-water" areas that monohulls dread. And even a big cat is beachable thanks to its rugged, shoal-draft keels.

**6. The 100% Safety of Unsinkability.** Race committees demand that monohull sailboats carry liferafts for a very good reason: the never-ending risk of sinking. But because modern cats (a) need no ballast and (b) are built using state-of-the-art, foam-core construction, they are virtually unsinkable. You could chain-saw a cat into 4 pieces and you'd still have 4 floating sections. And monohulls are more likely to sink than cruising cats are likely to turn over. Think carefully of what that means. When boats sink, sailors can die – when boats stay afloat, death is seldom the outcome. Is there any reason you or your crew don't deserve this extra (lifesaving) margin of safety?

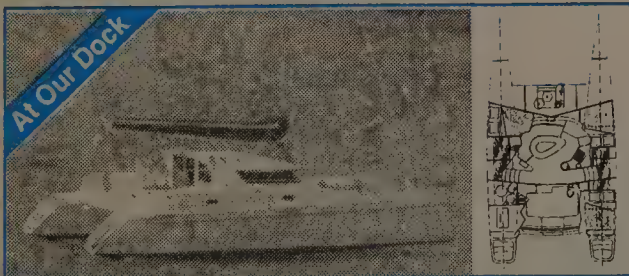
## The Pacific Coast's Largest Catamaran Dealer



Jeanneau's **Lagoon 35** (35' x 16' x 3'). Roomiest 35' cat available. Headroom 6'3"-6'10". 2 staterooms w/huge 7' x 5'1" berths. Galley up in salon for best visibility & ventilation. Twin Yanmar dsls. \$171,700\*. Demo models on SF Bay & Lake Tahoe. (Other Lagoons: from 37' to 67'.)

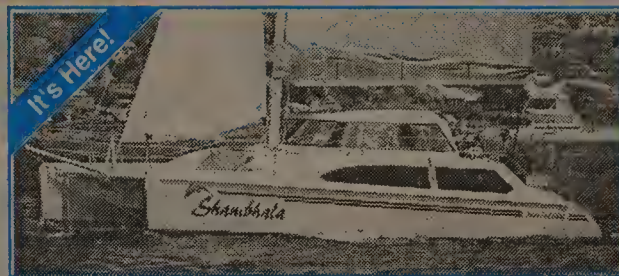


**Gemini 105:** (34' x 14' x 18"). Best value & most popular of all 22 cats we offer! 3 cabins/1 head. Only cat w/ centerbrds; draft 18" up, 5' w/brds down. Only cat ready to cruise without options. Std: 40hp o/b (optl. 27hp dsl), stove, fridge, hot water, rigid bimini & dodger, main & furling gen., s/t winches, compass, anchor & more. \$105,000\*. (Save \$7,000 if last 'Special Intro Price' model still available!)

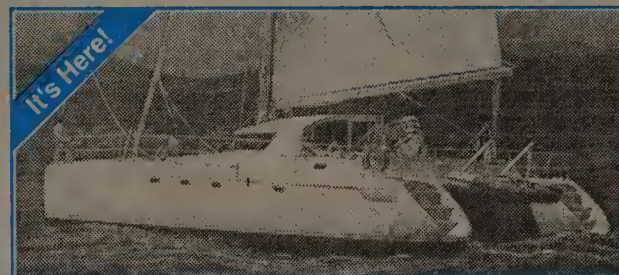


**Tobago 35** from Fountaine Pajot: (35' x 19' x 3'). Our choice for 'Best 35' Bluewater Cruising Cat.' Extra wide beam = maximum stability. Our new '97 model has dramatically upgraded interior (Padouka hardwood and easy-to-clean laminates). Modern galley-up layout. 3 cabins & 1 head or 2 & 2. Incl's: 2 Yanmar dsls, wind/spd/depth inst., furling gen, more. \$170,000\*. (Sister models: 38, 42, 46 & 56 feet).

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**Venezia 42** (42' x 23' x 3'6") Venezia is a perfect size for serious bluewater cruising and roomy liveaboard comfort, yet exceptionally EASY for one couple to handle. (Same weight as a 37' monohull – BUT same living area as a 54' monohull.) And unsinkable! Available with one entire hull as your customized private suite. Sail at 10-15 kts with NO HEEL. Twin dsls deliver 10kts AND excellent close-quarters maneuverability. \$300,000\*.

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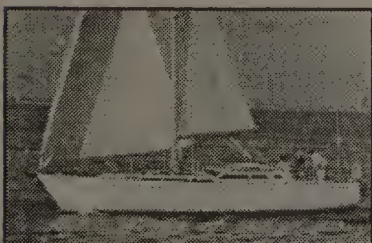


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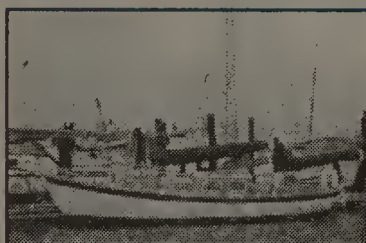
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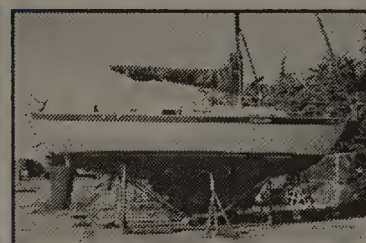
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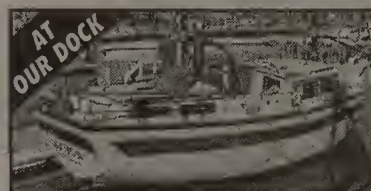
**GULFSTAR 50**

Ketch w/AC, genset, watermaker.  
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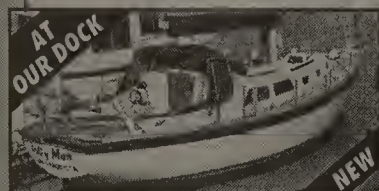
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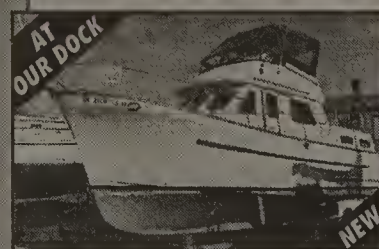


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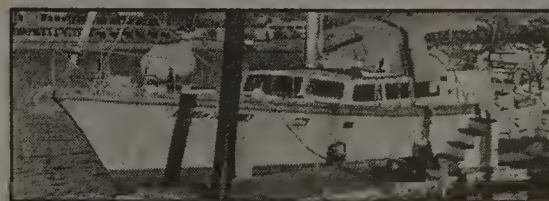
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| • F-27 | \$49,000 | • F-24 MkII demo | \$44,900  |
| • F-27 | \$53,000 | • F-27 demo      | \$69,500  |
| • F-24 | \$36,000 | • F-31           | \$110,000 |

## Featured Listing

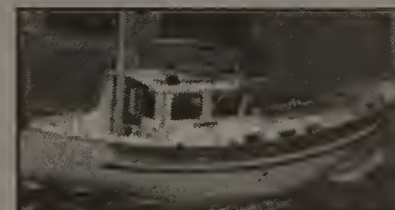


CT 49 Pilothouse, 1987  
\$149,000

This CT 49 has such impressive layout that it just cries out for someone to come aboard and have a good time. Aft cabin & forward dining area.



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Fisher 34  
M/S, 1984.  
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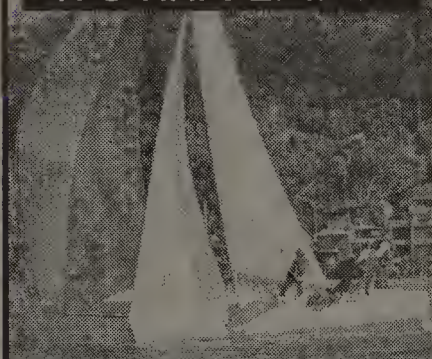
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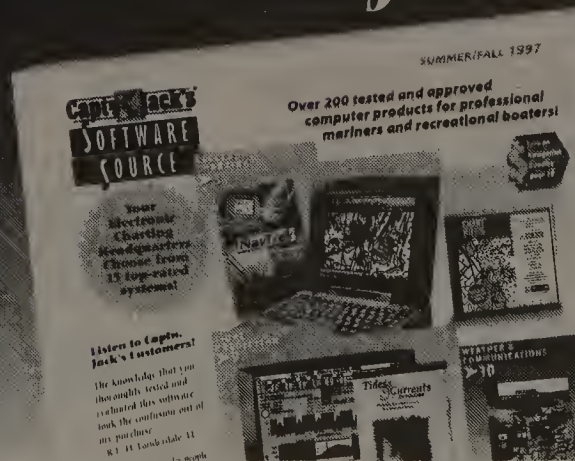
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The sun rises and falls at the same rate before and after local noon. If we take a sight before noon at a given altitude and then duplicate the sight after local noon, the average of the times of these two sights is exactly local noon. The nautical almanac gives us our longitude at that moment, and our regular noon sight yields our latitude.

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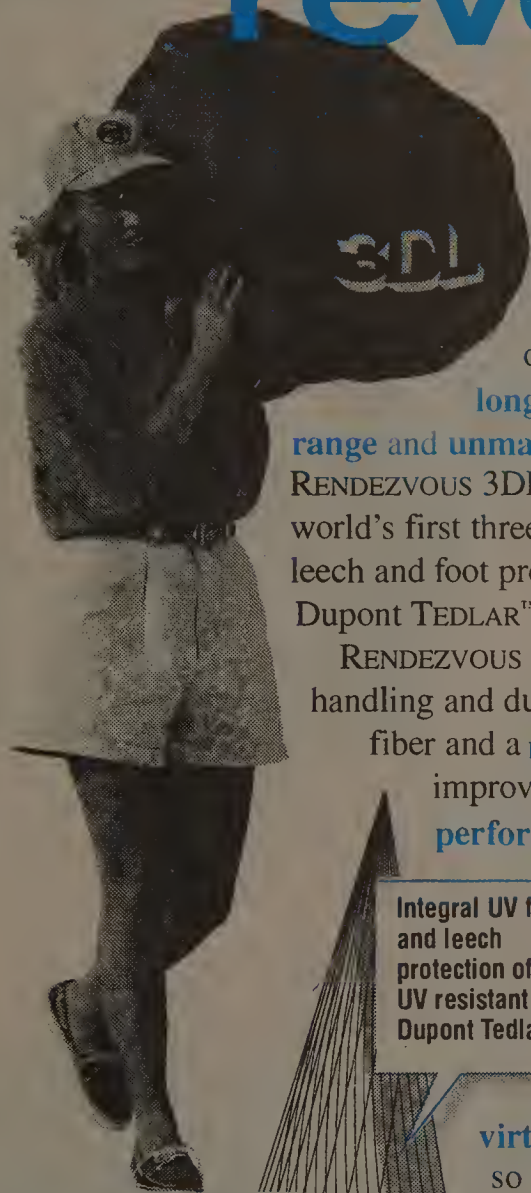
Classes held aboard the *S.S. Jeremiah O'Brien*. The price, \$125 for the day, lunch included. Class size limited to ten people.

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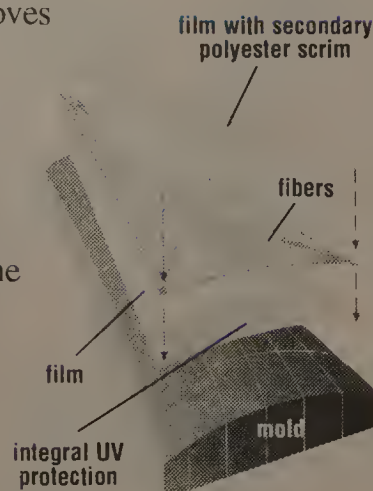
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*Illustration has been simplified. Each line represents a number of individual yarns.*

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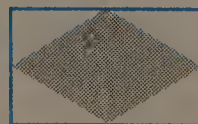
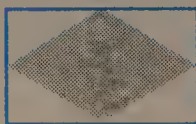
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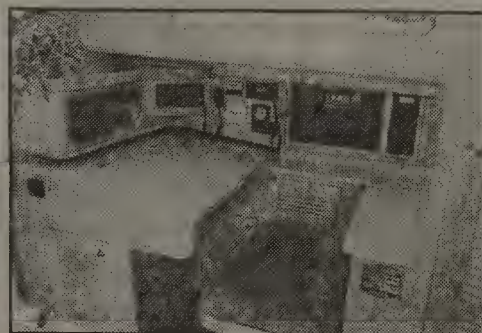


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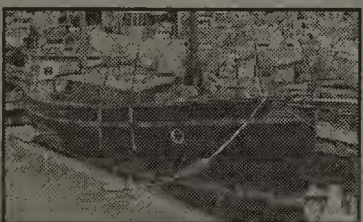
### 1978 RAFIKI 35'

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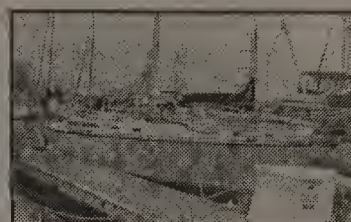
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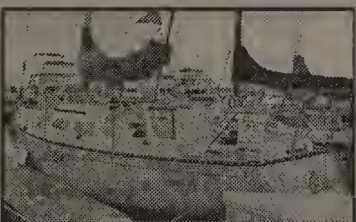
### 1984 C&C 40'

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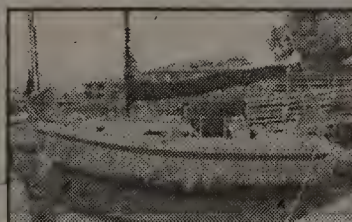
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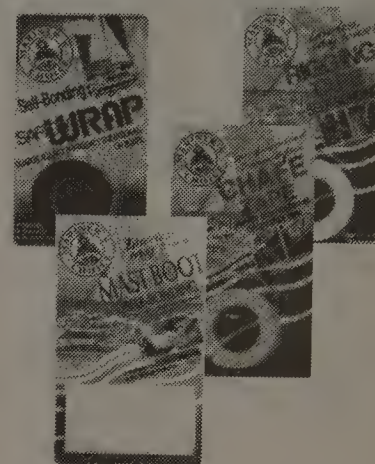
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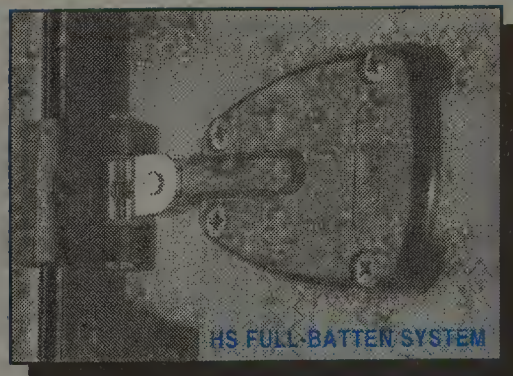
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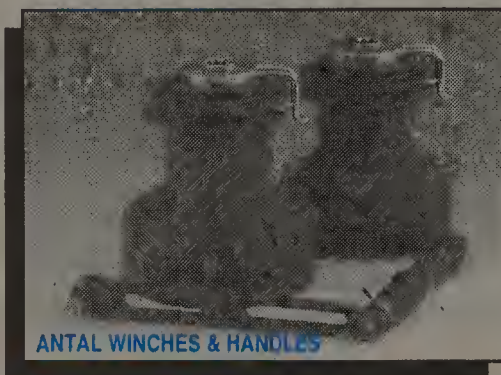
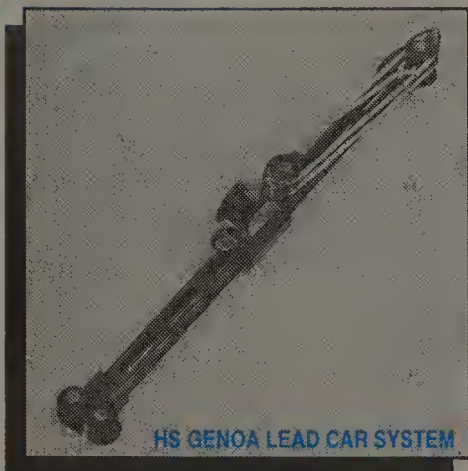


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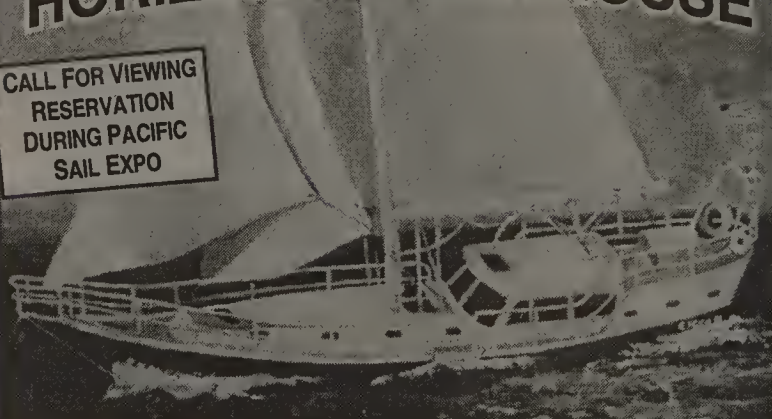
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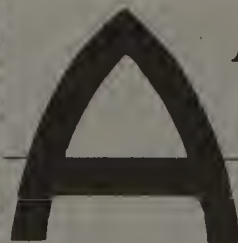
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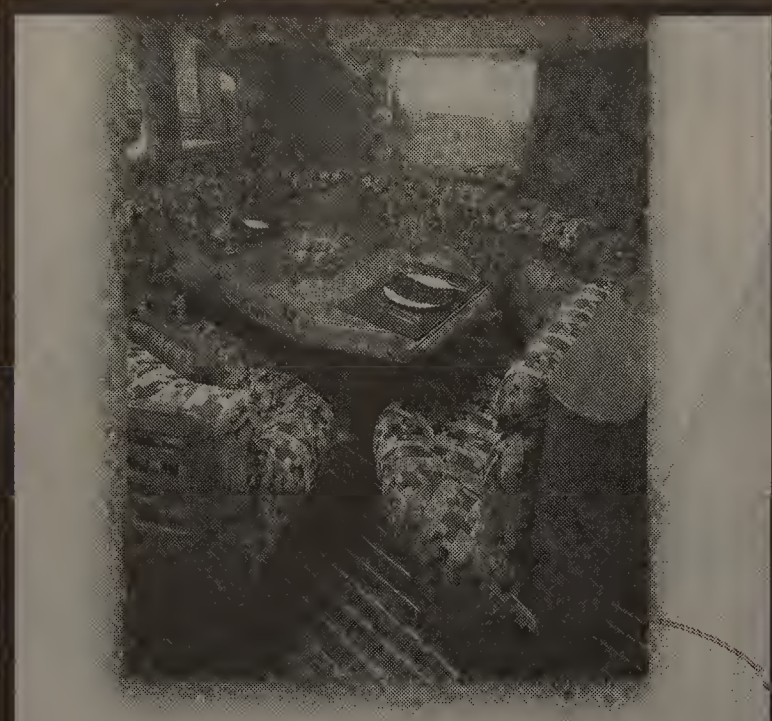
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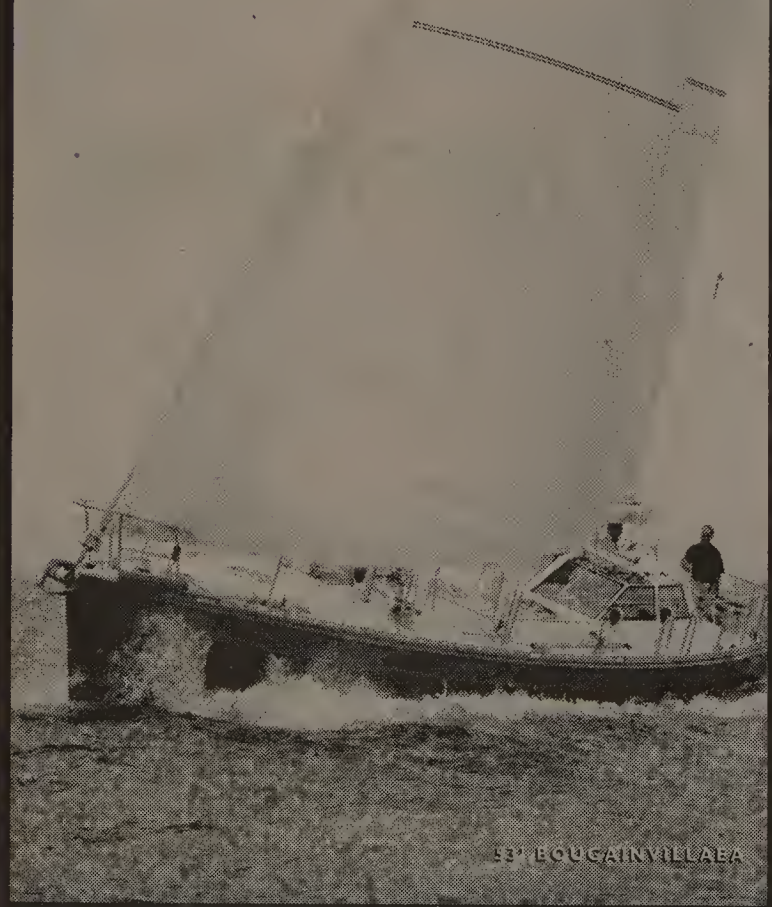
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## CALENDAR

### Nonrace

**Apr. 1** — Do something foolish!

**Apr. 3** — Basic Boating and Seamanship Course begins, conducted by the USCG Auxiliary at Yerba Buena Island on Tuesdays and Thursdays, 7:30-9:30 p.m., until May 27. \$25 fee includes texts. Kay, (510) 531-6537.

**Apr. 4-6** — First Annual Pacific Coast Multihull Sailboat Show at Grand Marina (Alameda). Lots of multihulls (used and new) on display, seminars, sailboat rides. Free! Details, 1-800-45-YACHT.

**Apr. 4-6** — Santa Rosa Boat, RV and Sport Show at the Sonoma County Fairgrounds. Info, (510) 934-1580.

**Apr. 5** — Polynesian Slide Show by Jim and Marilyn Marco, 8 p.m. at the Oakland YC, free. Optional luau dinner beforehand for \$12. OYC, (510) 522-6868.

**Apr. 5** — 59th Annual South Bay Opening Day at the Port of Redwood City. The usual fun and games, including a visit from the historic scow schooner *Alma*. Jim Humphries, 327-2267.

**Apr. 6** — Daylight Savings Time begins, finally!

**Apr. 8** — *Latitude 38* Crew Party at Encinal YC, 6-9 p.m. As usual, it's \$5 at the door unless your name appears on either the March or April crew lists. See the *Crew List* article for details, or call us at 383-8200, ext. 102 or 103.

**Apr. 10** — Another *Latitude 38* Crew Party, this time at the elegant Corinthian YC. Same drill as above.

**Apr. 12** — Islander 36 Cruise to Spinnaker YC (San Leandro). Dennis Bush, (408) 559-3450.

**Apr. 12** — David Brayshaw, designer of the new "Local Knowledge" software program, will be at the Armchair Sailor Bookstore in Sausalito between 1-4 p.m. Brayshaw will demo his product, which shows San Francisco currents at any point you wish, and answer questions. Armchair Sailor, 332-7505.

**Apr. 12** — Flea Market at Sausalito West Marine, 8 a.m. to 2 p.m.; seller's spaces available at \$10. Info, 332-0202.

**Apr. 12-13** — 18th Annual Opening Day on Carquinez Strait, centered around Benicia YC. Peggy Martin, (707) 745-2218.

**Apr. 15** — "Anchorages of San Francisco Bay," a presentation at the SF Bay Oceanic Crew Group meeting. Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 979-4866.

**Apr. 15-18** — Folsom Sail Week, a week of after-work sailing and low-key racing. A free and fun chance to learn all about sailing on Folsom Lake. FLSC; Charlie Hess, (916) 685-7295.

**Apr. 16-20** — Northern California Marine Association's 25th Annual Spring Boat Show at Jack London Square. This show will be heavy on power boats (check out Sail Expo next week for sailboats). NCMA, (510) 834-1000.

**Apr. 19** — Encinal YC's Nautical Flea Market. Sellers at 7 a.m., buyers at 8 a.m. to about 2 p.m. EYC, (510) 522-3272.

**Apr. 19-20** — Women's Dinghy Clinic, weekend #1 for beginners (El Toros). Weekend #2 for intermediate (Bytes) and advanced (Lasers) will occur on May 17-18. Richmond YC; info, (510) 232-6310 or (510) 237-2615.

**Apr. 19-20** — Catalina 27 Fleet Cruise to San Rafael. Steve Rienhart, (408) 452-7426.

**Apr. 19-26** — Sea of Cortez Sailing Week. For details, call Pepe and Sue Maxwell in La Paz at 011-52-682-539-59.

**Apr. 20** — Second Annual Biodiesel Sail-In, noon at Angel Island. Randall, (510) 233-0102.

**Apr. 20** — Elkhorn YC's annual nautical flea market. Info, (408) 633-4375 or (408) 724-3875.

**Apr. 20** — "So You Think You Want to Go Cruising?", a seminar presented by Jim and Marilyn Marco at Olympic Circle Sailing Club (Berkeley), 2-4 p.m. Info, (510) 521-8238.

**Apr. 20** — Pineapple Sails Race Clinic — "regrettably canceled".

**Apr. 22** — Full moon.

**Apr. 22** — An Evening with *Heart of Gold's* Jim and Sue Corenman, 7 p.m. at Pineapple Sails (Oakland). Slides, coffee, sea stories





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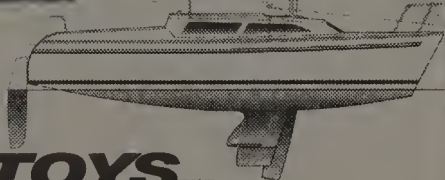


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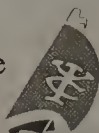
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## CALENDAR

and insights into the cruising life. Free! Info, (510) 444-4321.

**Apr. 24-28** — Pacific Sail Expo at Jack London Square — finally, a decent sailing-only show on the West Coast! See preview article elsewhere in this issue. Info, (800) 817-SAIL.

**Apr. 26** — Ericson 27 Cruise to the Richmond YC. Bill Lewis, (408) 736-5940.

**Apr. 27** — Opening Day on the Bay, beginning with the Blessing of the Fleet in Raccoon Strait at 10 a.m. At noon, there are three parades in one — classic yachts, decorated yachts and commercial yachts — on the Cityfront between Anita Rock and Pier 39. This year's theme is "nautical folklore." Big parties at most yacht clubs afterwards. PICYA; Tom Allen, 381-1128.

**May 3-4 & 17-18** — Corinthian YC's annual women-only sailing seminars. The first session covers the basics, the second is more advanced training. All women are invited to attend. Call Kay Rudiger at 381-4758 (evenings) for the full pitch.

**May 10** — Stockton Sailing Club/Stockton West Marine Annual Flea Market. Details, (209) 464-2922.

**May 10-11 & 17-18** — US Sailing Small Boat Instructor Course at the Stanford Sailing Center in Redwood City. Forty hours of classroom and on-the-water training. For info and application form, call Vickie Gilmour at (510) 236-8098.

**May 13** — Baja Ah-Ha Seminar: "Power!" Make the right choices for propellers engines, sails and electrical systems. 7 p.m. at U.K. Sailmakers in Alameda. Info, Waypoint, (510) 769-1547.

**May 16-18** — Suisun City Boat and RV Show, something for everyone, including pony and kayak rides. David Wheeler, (510) 934-1580.

### Racing

**Apr. 4, 1987** — Ten Years After: Dave Hodges and Scott Walecka won their first Doublehanded Farallones Race aboard Walecka's Moore 24 Adios. Despite starting 10 minutes late due to drifting conditions at the start, the dynamic duo finished the windy 58-mile race at 4:30 p.m., ahead of most of the fleet boat-for-boat. Remarkably, they corrected out 27 minutes ahead of the second place boat! It was a harbinger of things to come — Hodges and Walecka have subsequently won the race overall five more times before 'stumbling' to a fourth last year. Six wins in seven tries — an incredible record! "That first one was still the windiest and most fun of the seven we've done," claims Hodges, who noted that it won't be as easy this year since the Moore 24's PHRF rating was recently adjusted from 156 down to 150.

Other class winners in 1987 were *Sundowner* (Buccaneer tri, Joe Theriault), *Svendle* (Carrera 38, Bruce Schwab), *Tinsley Light* (Santana 35, Hank Grandin), *Alert* (Wylie 36, Mike Lingsch), *Chesapeake* (Merit 25, Jim Fair) and *Pajarita* (Golden Gate, Rob MacDonald). Steve Shidler's 48-foot multihull *Wind Warrior*, with Peter Hogg crewing, was first to finish in the then-record time of 5 hours, 45 minutes.

**Apr. 5** — Joan Pitcher Regatta for PHRF boats. Coyote Point YC; Charles Allen, 592-8018.

**Apr. 5** — St. Francis YC Intracub Regatta, a non-spinnaker pursuit race. Who's got the nicest life jacket? StFYC, 563-6363.

**Apr. 5** — El Año Cuadragésimo-Cuatro Gran Concurso Barco-Toro. Freely translated: the 44th Bullship Race (aka the 'El Toro TransPac'). Starts at 8 a.m. off Sausalito. Diane Kroll, 592-0242.

**Apr. 5** — Doublehanded Lightship Race, usually short and sweet. Island YC, (510) 521-2980.

**Apr. 5** — Treasure Island YC Summer Series commences, a PHRF regatta open to the public. This low-key, non-spinnaker series continues on 5/3, 6/7, 6/28, 8/2 and 9/6. The price is right — it's free! For info on the races (or about joining TIYC, which is now open to civilians) contact Harlan Van Wye, (510) 253-1096.

**Apr. 5-6** — Rollo Wheeler Regatta. Two races on Saturday, followed by a pursuit race on Sunday. Berkeley YC; Jeanie Mariscal,



# SWITLIK



## LIFE RAFTS

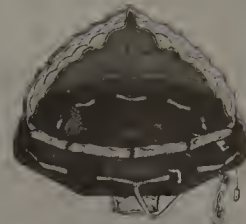
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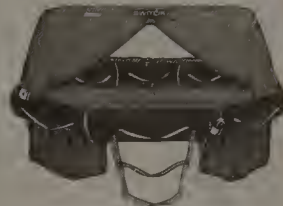
- Capacity: 4 persons
- Buoyancy: 205 lbs./person
- Floor Area: 3.0 sq. ft./person
- Container Size: 24" x 13" x 12.5"
- Soft Valise Size: 24" x 12" diam.



### MD-1 LIFE RAFT

Designed for coastwise use, our single tube MD-1 Lite Raft construction methods, materials, components, and equipment are identical to those used on our USCG Approved Coastal MK II Lite Raft. The MD-1 features the same buoyancy chamber and canopy fabrics, inflation system, ballast pockets, and survival kit, all in a design that makes safety more affordable.

- Capacity: 6 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 31" x 21" x 14"
- Soft Valise Size: 34" x 18" x 16"



### MD-2 LIFE RAFT

Designed for offshore use, the MD-2 Lite Raft includes all the features of the MD-1. Additional survival equipment and a twin tube configuration allow this raft to meet the requirements of the Offshore Racing Council (ORC). Two large canopy entrances and its unique single arch tube geometry provide more ventilation, lookout capability, and occupant headroom than any other raft in this class.

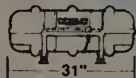
- Capacity: 6 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 31" x 21" x 14"
- Soft Valise Size: 34" x 18" x 16"



### USCG APPROVED COASTAL MK II LIFE RAFT

Approved by the USCG for certain commercial fishing vessels operating near shore, our Coastal Lite Raft's unique design is substantially better than many non-approved "Offshore" life rafts. It is the only single tube raft which meets the Offshore Racing Council's (ORC) requirements. It features a self-erecting canopy with two canopy support arch tubes, two large canopy entrances, buoyancy chamber inner sleeves, and the largest occupant space of any raft in this class.

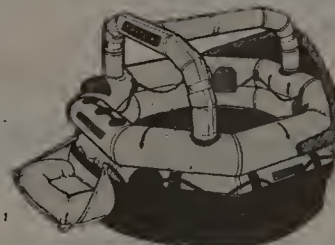
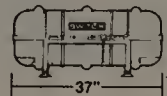
- Capacity: 6 persons
- Buoyancy: 242 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Size: 31" x 21" x 14"
- Soft Valise Size: 30" x 20" x 14"



### SEARCH & RESCUE LIFE RAFTS

Our Search & Rescue Life Raft's military-specification configuration was designed for and is used extensively aboard United States Coast Guard vessels and aircraft. Its turlable canopy allows easier boarding from higher treeboard vessels. The Toroidal Stability Device (TSD), inflatable boarding aid, and extended range survival kit are standard.

- Capacity: 6 & 8 persons
- Buoyancy: 250 lbs./person
- Floor Area: 3.6 sq. ft./person
- Container Size: 37" x 24" x 14" (6 person)
- Soft Valise Size: 26" x 20" x 16" (6 person)



### USCG APPROVED/SOLAS 6 PERSON MK II LIFE RAFT

Based on our USCG Approved Coastal MK II life raft design (described above), this configuration also includes a rigid boarding step, two double storm doors, double canopy and SOLAS "A" or "B" equipment. Inflatable floor, marine grade aluminum deck mounting cradle and USCG approved hydrostatic release are included as standard equipment.

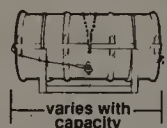
- Capacity: 6 persons
- Buoyancy: 242 lbs./person
- Floor Area: 4.0 sq. ft./person
- Flat Container Size: 37" x 24" x 17"
- Round Container Size: 44" x 21" diam.



### USCG APPROVED/SOLAS 8, 10, 15, 20, & 25 PERSON MK II LIFE RAFTS

There is no better life raft available for offshore use than one approved by the United States Coast Guard and meeting international SOLAS standards. The configuration shown to the right is available in 8, 10, 15, 20, and 25 person capacities.

- Capacity: 8, 10, 15, 20, & 25 persons
- Buoyancy: 217 lbs./person
- Floor Area: 4.0 sq. ft./person
- Container Sizes: 54" x 24" diam. (8, 10, & 15 person)
- 56" x 26" diam. (20 & 25 person)



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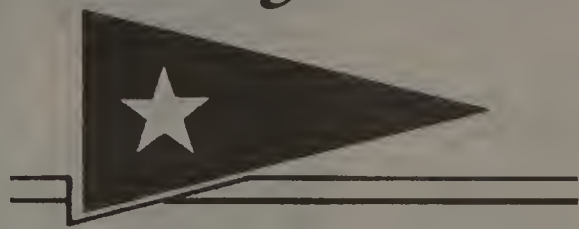
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## CALENDAR

(510) 548-9885.

**Apr. 5-6** — Collegiate Regatta, hot and heavy FJ action on the Cityfront. StFYC, 563-6363.

**Apr. 6** — Spring SCORE #1. Santa Cruz YC, (408) 425-0690.

**Apr. 11-13** — Ski/Sail National Championship: three days of skiing, sailing and fun up at Lake Tahoe. Pray for snow and wind! Ralph Silverman, (916) 525-7245.

LATITUDE/ROB



*Lookin' good — the SC 50 'Dolphin Dance' at the last Jack Frost Midwinters.*

**Apr. 12** — StFYC Lightship Race, the first OYRA race of the summer season. Bring your PFDs! YRA, 771-9500.

**Apr. 12** — Monterey Peninsula YC's 35th Annual Año Nuevo Race. Why does this always conflict with the Lightship Race? David Potter, (408) 649-6333.

**Apr. 12-13** — Resin Regatta for Newport 30s, Cal 29s, Cal 2-27s, Ranger 23s, Santana 22s, Cal 20s, 11:Metres, Melgi, Etchells, IODs, J/24s and Knarrs. San Francisco YC, 435-9133.

**Apr. 12-13** — SBRA Regatta, the traditional season opener for dinghies. Richmond YC, (510) 237-2821.

**Apr. 12-13** — Laser NorCal Open. Big waves, little boats. Santa Cruz YC, (408) 425-0690.

**Apr. 13** — The Cutty Sark Cup, an annual PHRF race in conjunction with Opening Day on Carquinez Strait. Hosted by Benicia YC, open to everyone. Bob Dubois, (707) 745-2218.

**Apr. 13** — Trans-Folsom Race, 21 miles around the perimeter of Folsom Lake. FLSC; Craig Lee, (916) 939-9114.

**Apr. 19** — Spring One Design #1. SCYC, (408) 425-0690.

**Apr. 19** — Commodore's Challenge, two races for PHRF boats rating between 141-183, all steered by current yacht club commodores and staffed by clubmembers. Our prediction? One of the WylieCat 30s will win easily, and the PHRF Committee will rather quickly reward this effort with a rating change. Encinal YC, (510) 522-3272, or Joseph Melino, (408) 275-1955.

**Apr. 19** — Clear Lake Monster (and Mini-Monster). What is this, Halloween? Konocti Bay Sail Club, (707) 277-SAIL.

**Apr. 19** — Interclub Race Series, the first of six monthly South and Central Bay races for members of Alameda YC, Oakland YC, Encinal YC, Club Nautique, Sea Breeze YC and Treasure Island YC. Clubs alternate as hosts. Info, M.L. Higgins, (510) 748-0289.

**Apr. 19-20** — J/Fest, one design and PHRF racing for all models of J/Boats. StFYC, 563-6363.

**Apr. 19-20** — Camellia Cup on Folsom Lake, the first regatta on the spring Lake Circuit. Lots of Santana 20s, Wavelength 24s, Holder 20s and dinghies. Tom Schock will give a go-fast seminar Friday evening after the practice starts. FLSC; Charlie Hess, (916) 685-7295.



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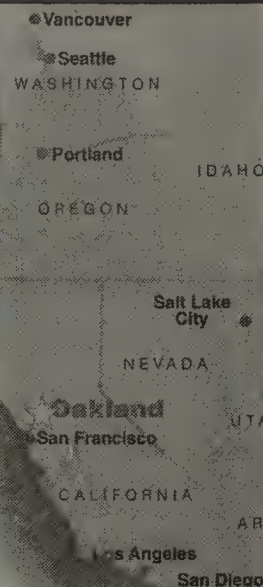
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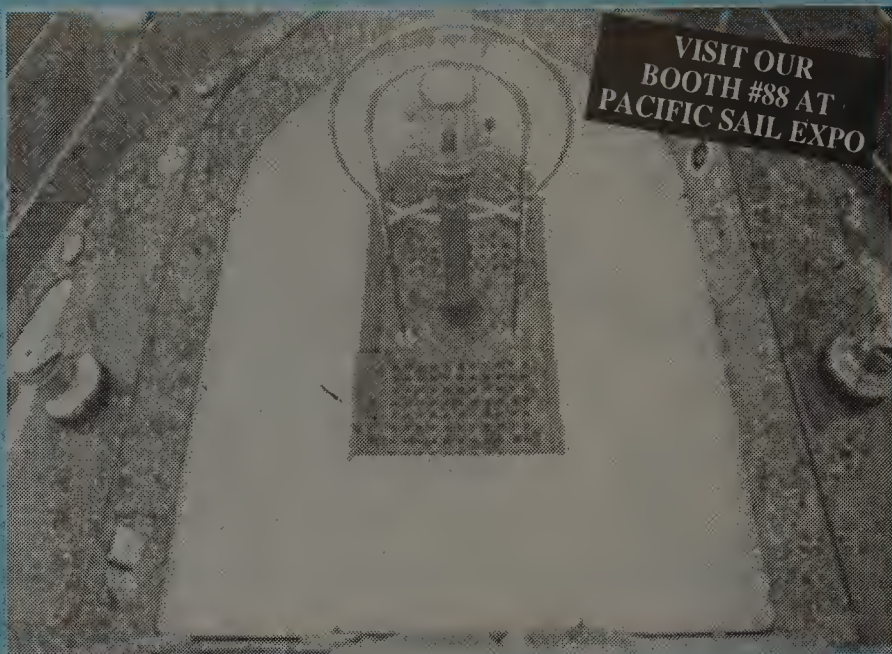


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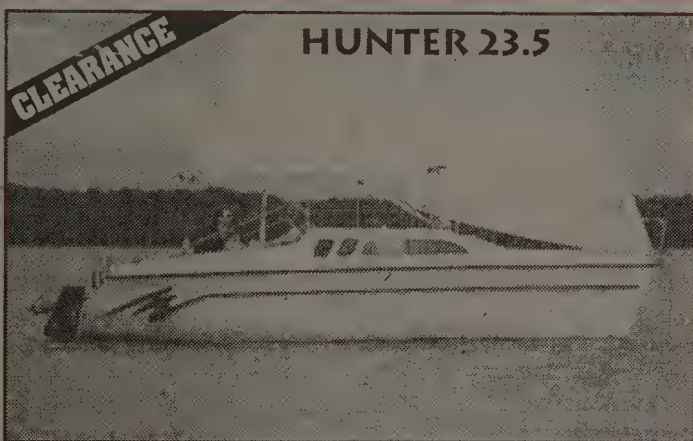
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BEAM 8'6"  
DRAFT 2'6"  
DISP. 4,800 lbs.  
SAIL AREA (Total)  
308 Sq. Ft.

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QUALITY LISTINGS WANTED

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13' Korale Jr.	16' Glen L	20' Santana	22' Catalina
15' Windmill	16' International 470	20' Ranger	23' IONA
14' Satellite	16' Snipe	21' Venture	24' J/24
14' Vagabond	17' Montgomery	21' Yngling	24' Venture
14' Lido	17' Venture	21' Balboa	25' Lancer
15' Montgomery	18' Windrose	21' San Juan	25' Catalina
15' Coronado	19' Compac	22' Chrysler	25' Santana

### TRAILERABLES WITHOUT TRAILERS

8' Dinghy	22' Santana
8' Montgomery	27' Buccaneer
11' Ace Row Boat	

### MULTIHULLS

14' Hobie	16' Prindle
16' Hobie	

### POWER BOATS

11' Lonestar
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* 44' J/44, '90, Jobe .....	254,000	**35' J/35, '84, Diablo .....	58,000
**40' Islander, '85, Bushwacker .....	89,900	* 35' J/35, '84, Cosmic Muftin .....	Offers
* 37' Express, '86, Blitz .....	84,000	**Soverel, 1984, Dances with Waves ..	40,000
* 37' Express #33, '86, One Eyed Jack ..	79,000	* 30' Beneteau 305, 1988 .....	47,500
* 37' Express, '84 Danville Express ....	86,000	* 30' J/30, '79, Rollercoaster .....	22,000
**35' J/35, '90, Rocketeer .....	84,500	* 26' J/80, '96, New Boat Special Offer ..	37,500
* 35' Santana .....	2 from 33,000	* 24' J/24, '81, #1977 .....	9,000

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# CALENDAR

**Apr. 19-20** — Citibank Spring Cup at Pier 39, an 11:Metre dash for cash (\$10,000) featuring Paul Cayard, Ken Kieding, Morgan Larson, Jeff Madrigali, Chris Perkins, Mike Ratiani, Russ Silvestri, John Sweeney, Ben Wells and others. Matt Gunderson, 705-5421.

**Apr. 20** — Laser Master Series begins at Richmond YC. Low-cost (\$5), low-key racing for people with jobs. "We stretch the term 'master' a bit by Laser class standards," says organizer Jonathan Howell. "You either have to be over 30 or know how to spell ibuprophen." Details; (510) 835-4626.

**Apr. 25-26** — 50th Ensenada Race, 125 miles of drifting and partying between Newport and Ensenada. Historically a lousy race followed by a massive party. NOSA, (714) 435-9552.

**Apr. 25-26** — Three triangle races on Clear Lake on Friday, followed by the Konocti Cup (and Half Cup) on Saturday. Konocti Bay Sail Club, (707) 277-SAIL.

**Apr. 26** — Doublehanded Farallones Race: take a friend out to see (and smell) the Rockpile. Bay Area Multihull Association; Peter Högg, 332-5073.

**Apr. 26-27** — 505 Spring Opener. SCYC, (408) 425-0690.

**Apr. 26-27** — Encinal YC/Sail Expo Youth Regatta. Racing off Jack London Square in JY Trainers, El Toros, FJs and Lasers for kids 8-18. Susannah Carr, (510) 769-0221.

**Apr. 26-27** — Zellerbach/Elvstrom Regatta for all singlehanded Olympic classes. StFYC, 563-6363.

**Apr. 27-May 3** — Antigua Sailing Week, which will never be the same without Big O on the scene. Info, (268) 462-8872.

**May 1-4** — St. Francis Match Race Series, formerly the Brut Cup. Cityfront rockstar showdown in J/24s. StFYC, 563-6363.

**May 3** — San Francisco YC High School Regatta. Charles Heimler, (510) 845-6218.

**May 3-4** — Vallejo Race, the season opener for HDA boats and most ODCA classes. The betting window is open: which big boat will run aground first, the J/160 Bushwacker or the R/P 50 Morning Glory? YRA, 771-9500.

**May 3-4** — Fresno YC's Raisin Bowl Regatta, one design and PHRF racing on Millerton Lake. Info, (209) 485-4090.

**May 3-4** — Laser NorCal Open. SCYC, (408) 425-0690.

**May 9** — 21st Astoria-Victoria International Yacht Race: 193 miles upwind from Oregon to Canada. This character-building exercise doubles as a feeder race to the Swiftsure Race and/or summer cruising. Sounds crazy enough to be fun! Becky Huseby, (360) 571-9084.

**May 10** — Monterey Bay Doublehanded Invitational Race, 35 miles in Mo' Bay. MPYC; Bruce Becker, (510) 686-6733.

**May 17-18** — Stone Cup. Knock on stone! StFYC, 563-6363.

**May 17-18** — Lake Washington SC's Annual Spring Regatta for trailerable dinghies in the Port of Sacramento. Fred Turner, (916) 737-8966.

**May 23-26** — 49er Nationals — the first ever! — at Santa Cruz YC. Over 25 of these tricky 16-footers are expected to crash n' burn if the normal Santa Cruz conditions prevail. Should be highly entertaining to watch. Tom Carter, (408) 763-0196.

**May 24** — Master Mariners Regatta, the annual get-together for the vintage varnish group. Knock on wood! Noel Duckett, 472-7653.

**May 24-25** — Memorial Day Regatta, aka the 'Your Name Here Regatta' because it's perpetually looking for a sponsor. Knock on fiberglass! StFYC, 563-6363.

**May 31** — Area G Adams Cup Eliminations, to be sailed in Lightnings out of Richmond YC. Stephanie Wondolleck, 258-9163.

## Beer Can Series

**BAY VIEW BOAT CLUB** — Monday Night Madness, Spring: 4/28, 5/12, 5/26, 6/9, 6/23, 6/30. Dan Bjork, 863-5012.

**BERKELEY YC** — Friday Night Races, every Friday night from 4/4 to 9/26. Paul Kamen, (511) 540-7968.

**BENICIA YC** — Thursday Race Series, 4/3-6/26 and 7/10-9/25.



# THE J/BOAT EXPERIENCE



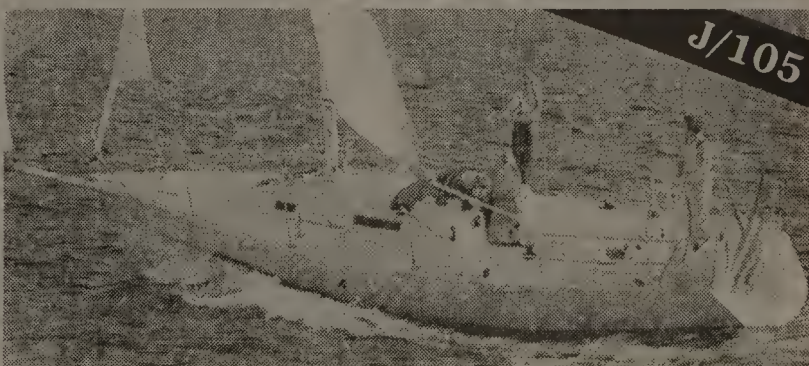
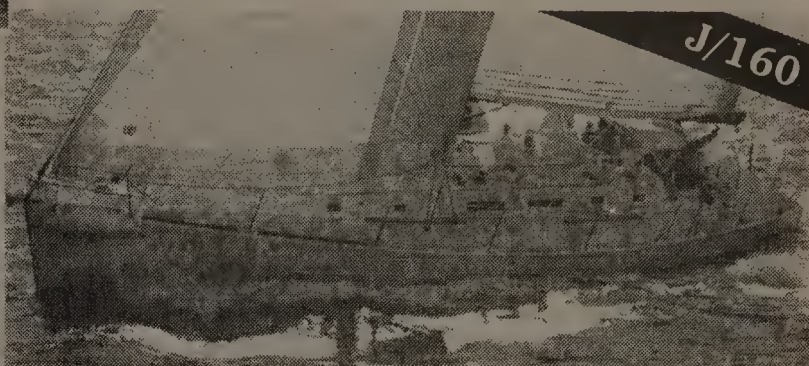
## TRADITIONAL PERFORMANCE CRUISERS

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## CALENDAR

Kathleen Jones, (707) 746-0739.

**CORINTHIAN YC** — Friday Night Series, from 4/11 to 9/12. CYC, 435-4771.

**ENCINAL YC** — Friday Night Twilight Series. Spring: 4/18, 5/2, 5/16, 6/6, 6/20. Rob Moore, (510) 530-0460.

**GOLDEN GATE/StFYC** — Friday Night Beer Cans, 4/4 through 9/5. GGYC, 346-2628, or St. Francis YC, 563-6363.

**GOLDEN GATE YC** — Wednesday Night Woodies. Every evening from 5/7-6/25 and 8/6-8/27. Ed Welch, 851-3800.

**ISLAND YC** — Friday Nights on the Estuary. First half: 4/11, 4/25, 5/9, 5/30, 6/13. Joanne McFee, (510) 534-7317.

**LAKE WASHINGTON SC** — Spring Series, alternate Thursday nights beginning April 17. Fred Turner, (916) 737-8966.

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night from 4/9-10/8. Jim Craig, (408) 647-1264.

**OAKLAND YC** — Sweet 16 Series, every Wednesday night from 5/7-6/25 and 8/6-9/24. George Gurrola, (510) 843-9417.

**OYSTER POINT YC** — Friday Night Races: 4/25, 5/23, 6/27, 7/25, 8/22, 9/26. Alec Kercso, 327-0611.

**PITTSBURG YC** — Thursday Night Series, Apr. 10 through the end of Daylight Savings Time. Vernon Huffer, (510) 432-0390.

**RICHMOND YC** — Wednesday Night Series: 5/7, 5/21, 6/4, 6/18, 7/2, 7/16, 8/6, 8/20, 9/3, 9/17. The Lavines, (510) 237-2821.

**SANTA CRUZ** — Wet Wednesdays, from 4/9 to 10/22. Larry Weaver, (408) 423-8111.

**SAUSALITO CC** — Friday Night Series. First half: 4/25, 5/9, 5/23, 6/6, 6/24. Dorothy Stoufer, 479-4678.

**SAUSALITO YC** — Tuesday Night Sunset Series. First half: 4/29, 5/13, 5/27, 6/10, 6/24. Pat Broderick, (707) 528-2109.

**SEQUOIA YC** — Wednesday Nights, from 4/9-10/22. Randy Hough, 365-6383.

**SOUTH BEACH YC** — Friday Night Races: 4/25, 5/2, 5/16, 5/23, 5/30, 6/6, 6/30, 6/27, etc. Cliff Albergotti, 552-0293.

**STOCKTON SC** — Wednesday Night Races, from 5/28-8/27. Also Saturday nights, 8/2-8/27. Dana Badley, (916) 684-8930.

**TIBURON YC** — Friday Night Races: 4/18, 5/2, 5/16, 6/6, 6/20, 7/18, 8/1, 8/15, 8/22, etc. Jerry Tostenson, 389-9144.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

### April Weekend Currents

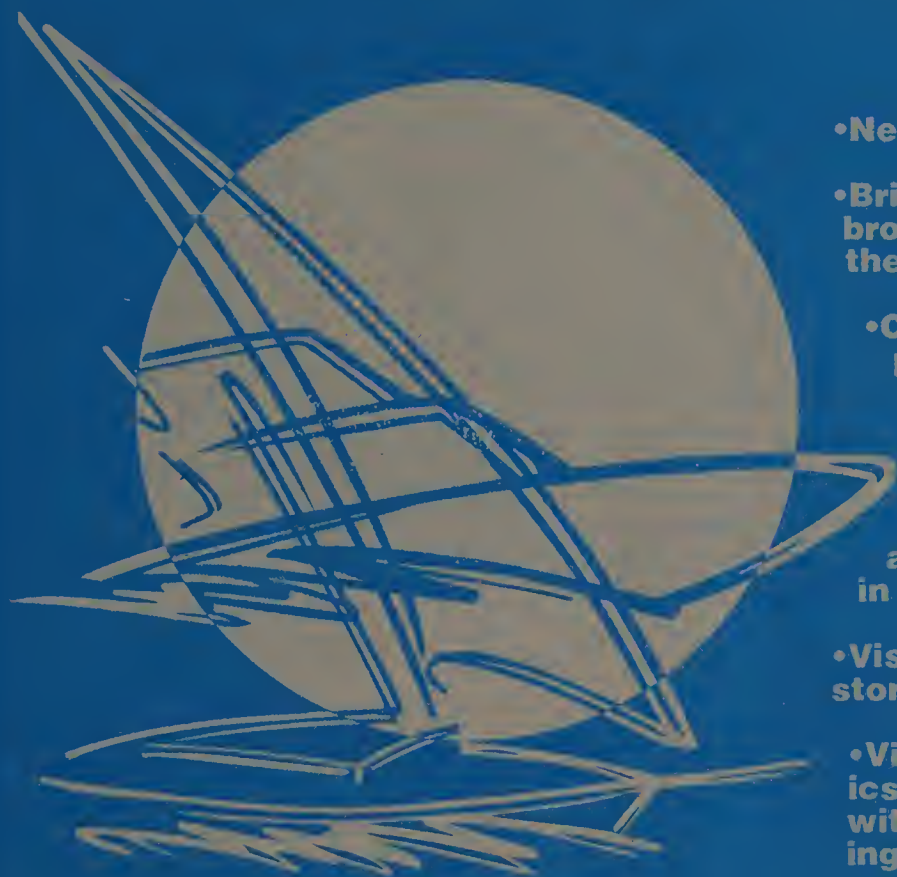
date/day	slack	max	slack	max
4/05Sat		0205/4.2E	0538	0832/4.0F
	1133	1425/4.7E	1802	2058/4.3F
4/06Sun	0002	0351/4.7E	0726	1022/4.4F
	1327	1614/4.6E	1946	2240/4.3F
4/12Sat		0226/2.2F	0518	0828/3.9E
	1238	1541/2.9F	1904	2111/1.8E
4/13Sun	0054	0327/1.7F	0617	0925/3.4E
	1343	1656/2.7F	2009	2218/1.6E
4/19Sat	0003	0254/3.2E	0633	0928/3.0F
	1218	1504/3.3E	1844	2140/3.2F
4/16Sun	0036	0324/3.7E	0709	1003/3.2F
	1302	1540/3.3E	1917	2208/3.2F
4/26Sat		0103/2.4F	0343	0715/4.5E
	1057	1401/3.3F	1734	1951/2.3E
	2246			
4/27Sun		0151/2.1F	0427	0805/4.3E
	1150	1456/3.1F	1834	2046/2.1E
	2349			



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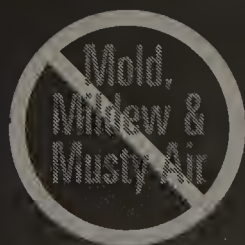
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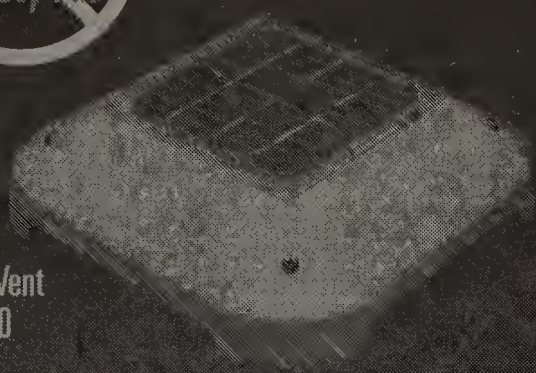
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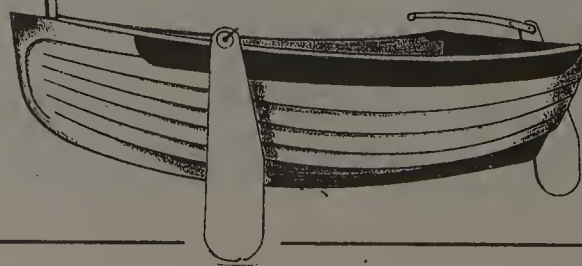
# Cherub

*First the Bristol Channel Cutter  
then the Falmouth Cutter .....*

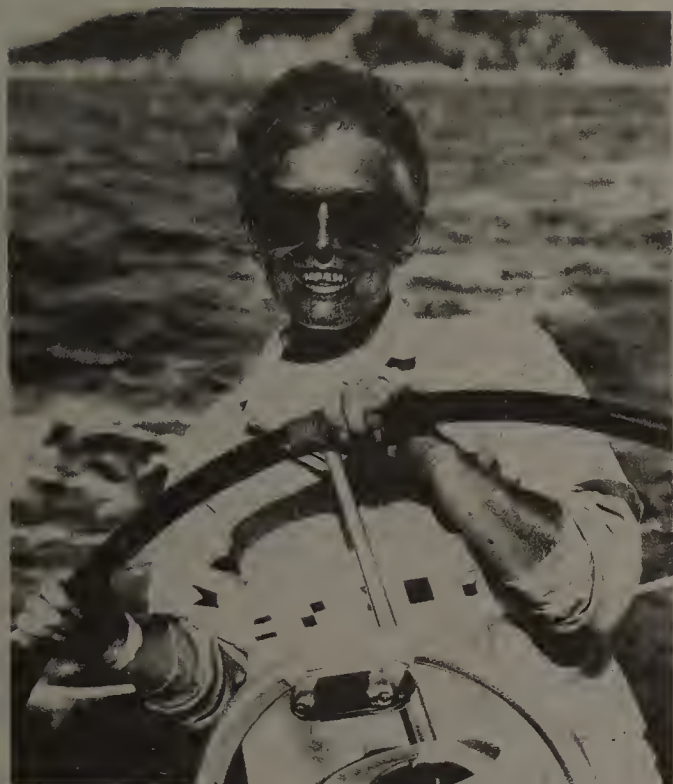
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## LETTERS

### ↓↑ TO AVOID CALIFORNIA SALES TAX

We read with interest your response to a March letter requesting information on 'offshore delivery' — a way of legally buying a boat without having to pay California sales tax. You indicated that the buyer had to take delivery three miles offshore, immediately take the boat either to Mexico or some other state, and actively cruise in Mexico or that other state for a minimum of three months before returning to California.

Our broker faxed us a copy of a letter from the California State Board of Equalization which explains things a little differently — and less onerously.

Based on that letter — and ignoring your usual excellent advice — we went ahead and did the 'offshore tango' a few day ago when we took possession of our new — to us — cruising boat. Now we're going to spend 94 days or so in Ensenada before returning to San Diego for the start of that race / cruise / rally / thingamajig thing we've heard will start on October 28. The trip south is why we got the boat anyway, and being able to sail in the company of a few hundred of our soon-to-be best Ha-Ha new friends will make it all the more worthwhile.

P.S. Yeah, those taxing guys do have long memories.

S & B Anonymous  
California

S & B — We'd have bet you \$1,000 that we were right and your broker was wrong — and we'd have had to pay. A million apologies on our part, but we can tell you that a bunch of others in the industry were of the same opinion as us.

Based on the letter you received and our conversations with Kathleen Cobb at the Consumer Use Tax section of the Board of Equalization, we're now confident that there are two ways you can legally avoid California sales tax — if you support it with the appropriate documentation.

1) Buy the boat outside of the state — such as in Ensenada or up in Oregon — and keep it out of the state for 90 days. If you can document that, you should be free of sales and use tax.

2) Buy the boat outside of the state — just three miles offshore will do — and then come back to California in less than 90 days. You're not home free yet, however, because at this point the Board of Equalization will want to apply a 'Principal Use' test. Basically, if you use the boat outside the state for more than half of the next six months, you won't have to pay sales tax. If you use the boat inside California waters for more than half of the next six months, you'll will have to pay sales tax.

This means you can take title of a boat three miles outside the Gate on August 1, then sail her right back to a berth inside the Bay. As long as you take off with the Ha-Ha fleet on October 28 and stay in Mexico for three months, you're going to save thousands in sales tax.

Cobb and the others at the Consumer Tax Section urge anyone planning such an 'offshore delivery' to go over the specifics with them so there won't be any problems — or heartbreak — down the road. Their number is (916) 445-9524 — and we compliment these government employees for as being as friendly as they were knowledgeable.

### ↓↑ COMMERCIAL FISHERMAN AND THE COAST GUARD

I've read through recent issues of *Latitude*, and it's obvious to me that the general boating public and commercial fishermen share some common concerns and problems with the U.S. Coast Guard. So you might be interested in what's been happening up here around the California/Oregon border.

I'm a 55-year-old commercial fisherman who lives in Brookings, a small coastal community in southern Oregon. I've been fishing for many years and have traveled the entire West Coast on either fishing boats or pleasure boats. I first became involved in the issue of marine safety when I lost a close personal friend, Jim Irwin, after his boat sank for unknown reasons on the way home from a crab delivery to





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To help promote the new safety rule affecting participants in 1997 yacht club races, Svendsen's will give **25% OFF** the PFD of your choice. This offer includes all inflatable lifejackets and all Type II and Type III lifevests.

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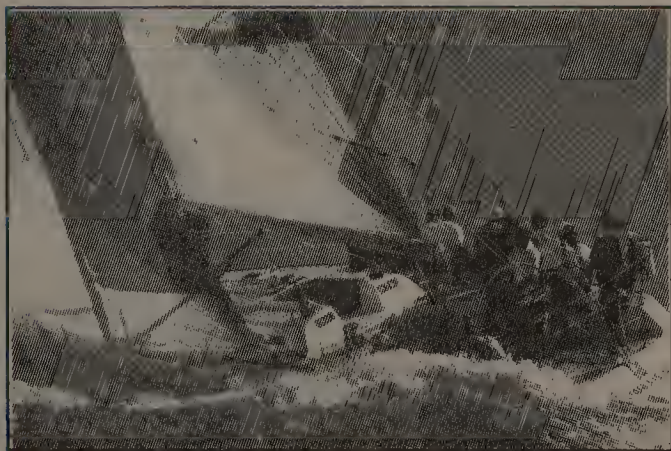
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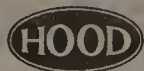


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## LETTERS

Crescent City on Memorial Day in 1993.

Nobody should have died under the circumstances that claimed Jim's life. He'd been in the Coast Guard four years, had fished commercially for 20 years, and had taken every safety course offered. His boat had all the latest safety equipment, including a 406 EPIRB. It was daylight on a calm ocean when Jim's boat sank. But here is what's astonishing: he died of hypothermia 1 hour and 30 minutes after his EPIRB went off — just 2½ miles from the local Coast Guard Station!

Not everyone understands the shortcomings of the 406 EPIRB system. The concept of the 406 is great, but the technology isn't foolproof. The problem is that there aren't enough satellites to always provide a quick fix on the location of a distress signal. If you're lucky, the coverage can provide a fix in as little as 10 minutes. If you're unlucky, it can take as long as two hours. Considering that humans only have 30 to 45 minute life-expectancy in the cold waters off the Oregon coast, this isn't acceptable.

The second problem is that we commercial fishermen are forced by law to carry 406 EPIRBs on our vessels, so there is no incentive for the manufacturers to correct problems with the units. That's been one of the reasons for a 96% 'failure rate' for the system in our Coast Guard district. By 'failure rate', I mean that 96% of the time an EPIRB has gone off, it's not been a real emergency. In my opinion, the result is that the Coast Guard tends to be complacent when they learn that an EPIRB has been activated.

Based on this high 'failure rate' and the death of Jim Irwin, we commercial fisherman lobbied hard for three years to get the local Coast Guard to change their standard operating procedure for rescues. As a direct result of our extensive efforts, we thought that in May of 1995 the Coast Guard had adopted a new policy:

"That UMIB broadcasts [Coast Guard code for 'Pan' urgent message transmissions] be made in all cases involving 406 EPIRB alerts, regardless of whether the alert is located or unlocated. The UMIB may be the best vehicle to reach not only the distressed mariner, but other vessels who may be able to assist the distressed craft, or provide further information to the Coast Guard."

This quote comes directly from Coast Guard documents. In other words, the Coast Guard agreed that the next time they were notified that an EPIRB had gone off in the Brookings region, they wouldn't just make a couple of phone calls until they got an exact fix, but would immediately broadcast a 'Pan' message in hopes a commercial fisherman could provide information on the vessel in question. The beauty of the change is that it didn't cost anybody anything — other than the effort it takes one Coastie to pick up a microphone. Given the network of fishermen, and given the interest we have in each other's safety, we believe that this broadcast could allow us to give information to the Coast Guard about the location of other mariners and could save the Coast Guard the expense of having to send out a helicopter or boat.

Then, on December 1, 1996, the Brookings-based 48-foot commercial fishing vessel *Beach King* went down with three people aboard. Did the Coast Guard broadcast the 'Pan' alert as they admitted would be good policy — and as they promised Brookings' commercial fishermen they would? They did not! Instead, they made the normal phone calls and waited for the 406 system to come up with an exact position.

One of the phone calls the Coast Guard made was to the owner's wife and through a series of several phone call a fish buyer in Crescent City was made aware of the potential emergency. He called on his cell phone out to the fishing fleet to make them aware of the emergency and within 10 minutes of that phone call, a commercial fishing vessel, not the Coast Guard was first on the accident scene, rescuing John Gamble, who had been washed off the *Beach King* when a huge breaking sea flipped her over. One hour after the EPIRB went off, a Coast Guard helicopter arrived. They plucked the boat's owner, Howard Rigel, from the overturned hull. It was too late,

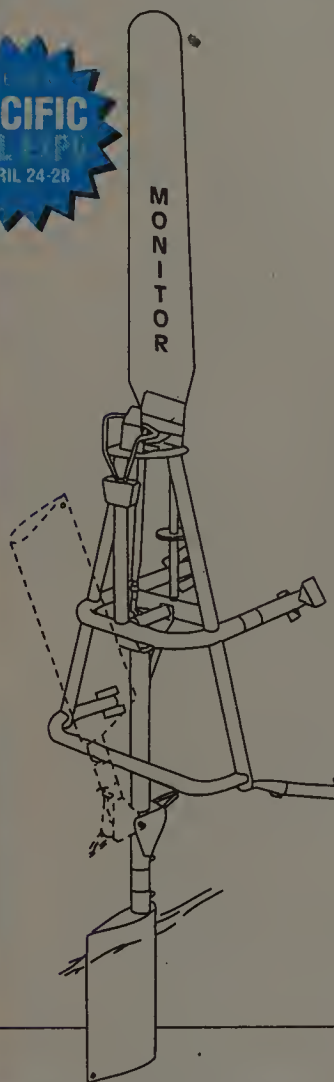


# Autopilot or Windvane...

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This comparison show general differences between under deck pilots\* and windvanes for boats 30-50 feet.

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\*Autopilots are divided into A. Under deck and B. Cockpit mounted models: Cockpit pilots are not recommended for heavy work. The *West Advisor* in West Marine's catalog recommends them only if you have back up models, a windvane or a strong preference for hand-steering.

	AUTOPILOT	WINDVANE
<b>COST/ ECONOMY</b>	Under deck models... Expect \$4000 --\$5000 with professional installation. Additional cost for equipment needed to handle electrical demand.	Expect \$2800 --\$3500. Custom made mounting system included. Owner installed.
<b>POWER</b>	High electrical consumption requires some or all of the following: extra batteries, special alternator, generators, (wind, water, auxiliary) solar panels, extra fuel and spares.	Totally mechanical, needs no electricity. Works even if entire electrical system is disabled.
<b>RELIABILITY</b>	Recent survey of over 300 boats showed that the best selling under deck autopilot had 800+ hours of use between breakdowns. This translates to a breakdown once every 34 days or approximately 8 times in an average circumnavigation.	Extremely reliable. 2 circumnavigations with only routine maintenance not unusual.
<b>PERFORMANCE</b>	Performance drops as the weather deteriorates. Correction likely to be too slow and too late, high energy consumption. Radio transmissions and magnetic interference sometimes confuse the pilot.	The more it blows, the better it works. Has more power with higher boat speed. Many examples of the windvanes steering for days in 60 mph under bare poles.
<b>NOISE</b>	Annoying noise for sailors.	Quiet and peaceful.
<b>REPAIR</b>	Impossible to repair at sea unless electronic wizard on board. Service centers often far away. Expect expensive air freight, customs hassle and often 3-6 weeks turnaround. Sailors with large wallets have spare pilots. No help if electrical system is down.	Can be repaired and serviced on board with regular hand tools and spare parts kit. Built in overload protection.

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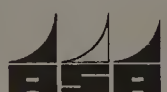


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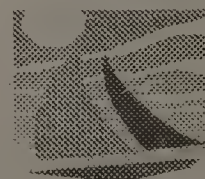
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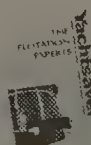
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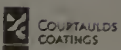
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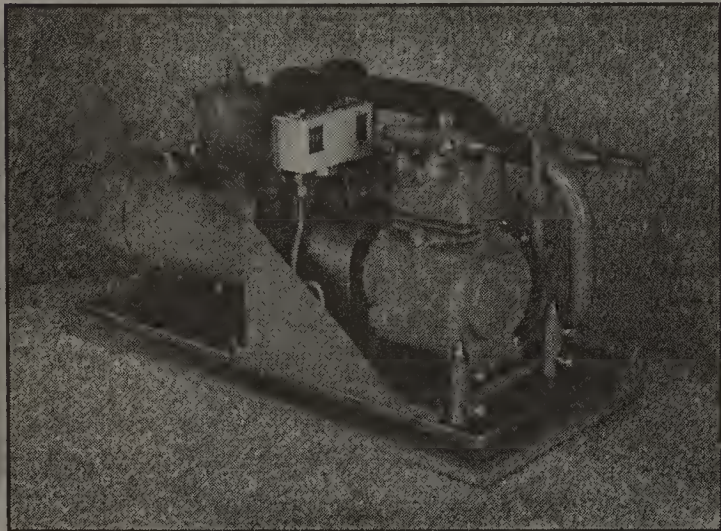


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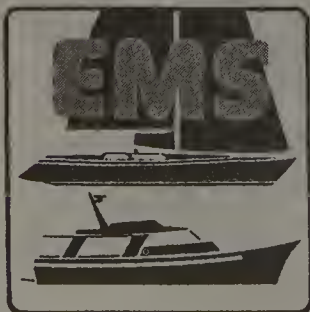
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## LETTERS

however, for Rigel's 22-year-old son, Rich, who'd been rolled off the boat and died of hypothermia while trying to cling to a fish tote. It is worth noting that in a situation where minutes obviously made the difference between life and death, there was a 16-minute delay from the time the Coast Guard received the unlocated EPIRBhit from GOES 8 satellite until the fishing fleet was made aware of the emergency by phone. The Coast Guard *never* made the broadcast. It does not take much speculation to imagine what the fleet could have accomplished given those 16 minutes.

We fishermen are furious with the Coast Guard because they lied to us when they promised they would issue a 'Pan' whenever they got an EPIRB alert. I personally think it's very likely they are responsible for the death of Rich Rigel. I want to emphasize that our displeasure is in no way a reflection on the Coast Guard personnel who work at the local stations up and down both the Oregon and California coasts. These fine people risk their lives to save people who are in distress at sea, and they do a commendable job. I believe their rescue efforts have been hampered by the bureaucrats who make the official procedures. The sad truth is that we've had two real 406 cases in Brookings in the last four years, and both times the standard operating procedures haven't saved any lives — and may have even prevented the saving of lives.

We believe that any publicity *Latitude* could give to this situation would not only save the lives of more commercial fishermen, but give all mariners a better chance of survival at sea. I suspect that your readers who have 406 EPIRBs probably feel a sense of security — but might be interested in getting the real truth from professional fishermen who have lost friends when the system didn't work as well as it could — in part because of the system's shortcomings and in part because of shortcomings with the Coast Guard's operating procedures. I'm sure that you're aware that the Coast Guard tries to maintain a positive public image, so the more pressure *Latitude* can apply, the more lives will likely be saved.

On a slightly less serious subject, I've read some of the complaints that your readers are having in San Francisco with Coast Guard boardings. We have similar boarding problems up here in Brookings. Commercial fishermen are in a little different situation because we have to carry approximately twice as much safety equipment aboard as do recreational boats. It's also different because we can also get dockside safety inspections performed by regular Coast Guard — not the Auxiliary. These are extensive ordeals that take several hours, and if we pass we get stickers to put on our boats.

Despite having a current sticker on our boats, the damn Coast Guard cutters still board us without warrants or reasonable cause — and often while we're in the process of hauling in a catch. Why they have to board while we're in the middle of trying to make a living is something we don't understand — and it's often dangerous. The Coast Guard uses the same lame excuses — that they're looking for drugs and aliens. But there have yet to be any drugs or illegal aliens found on a commercial fishing vessel as a result of these random cutter harassment/boardings in the 13th Coast Guard District — which is the California border to the Canadian border. The Coast Guard did make one drug bust, but they already knew there were drugs aboard the boat.

If *Latitude* is interested in pursuing this, I could provide you with more information, not only from myself, but from the fishing community as a whole.

Mike Griffith  
Brookings, Oregon

*Readers — A few of you have been asking us to back off the Coast Guard's case. Well, we dare you to familiarize yourself with the facts of the situation up in Brookings and not have your blood boil in fury with those arrogant bureaucrats who make policy for the Coast Guard.*

*The similarities between this and the Vietnam War are all too close.*



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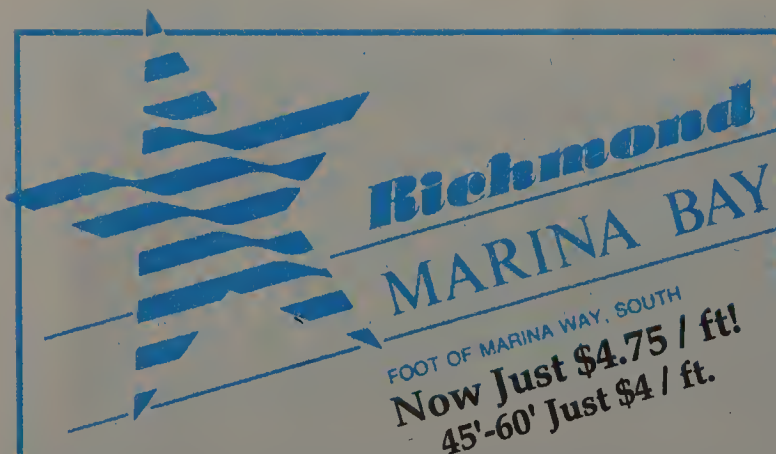
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In both cases, we had/have the most dedicated and well-trained men and women on the job; in both cases we had/have the finest equipment. But tragically, in both cases we had/have flawed policy created by others far removed from the scenes of action.

We defy anyone to come up with a good reason why the Coast Guard should not issue a 'Pan' alert when they receive an EPIRB signal: To fail to make use of the technological (marine radio) and personnel (commercial fishermen and recreational mariners) resources readily available at no cost is, in our opinion, a disgrace.

The Coast Guard's Admiral Spade said they don't — despite their promise — make the 'Pan' broadcasts immediately because "fishermen will become complacent". This infuriates Griffith, who responds by saying, "When we fishermen hear the name of a familiar boat that's possibly in distress, we immediately visualize the faces of our friends who might be in the frigid Pacific — we're not going to become complacent about that!"

You know what it's called when a business fails to live up to a promise and someone dies as a result? Criminal negligence. The Coast Guard may well have been guilty of it the case of the Beach King.

Over 300 commercial fishermen working the Eureka to Crescent City waters have signed a petition for the Coast Guard to work with them to save the lives of mariners. The Coast Guard has certainly not heard the end of this.

### ↓↑GETTING DATA BACK

Finally, after two years of sponsoring the Baja Ha-Ha and even contributing to BJ's Caldwell's 'round the world venture, a letter about data recovery in *Latitude*! I refer to Becky and Lach McGuigan of Xephyr writing from Mexico about their experience with a virus on their computer's hard drive. At Data Rescue Services we know a whole bunch about hard drives, viruses and getting data back from dead computers — it's what we do.

I don't doubt that Xephyr's hard drive got a virus, because it happens all the time. At Data Rescue, we've never run into a virus that damaged a hard drive so that it had to be replaced. We've seen viruses eat all the data off of hard drives and do other fun stuff, but never physically damage a hard drive. Some viruses can clobber the information that some hard drives need to know about themselves before they can work. Repairing this damage is beyond the abilities of most technicians — to say nothing of most users. We can fix this kind of problem, but we're the 'A team'.

Data Rescue does data recovery for virus infected hard drives all the time, and we receive damaged hard drives from around the world. So far Spain and Thailand seem to have the distance crowns going west and east from San Francisco, but we're ready for drives from anywhere in the world.

In any event, here are Uncle Phil's top ten tips for keeping your data and your sanity:

1) Make a back up. Do it on a regular basis. (Make your backups on a regular basis too.)

2) Keep your backup someplace safe and dry, and away from your computer.

3) Keep the generations of backups in separate safe and dry places. If things don't change much on your computer, which they probably won't if you're cruising — unless you're making money with your computer at some palm lined anchorage — a new backup once a month is probably good enough.

4) Buy a backup device that is so easy to use and so reliable that Step 1 actually gets done on regular basis. Uncle Phil's current favorites are:

a) A DAT drive. (Holds at least a gigabyte of data and up to eight gigs — which is a lot.)

b) An Iomega Zip drive. (Holds 100 megabytes of data on a floppy disk-on-steroids size gizmo.)

c) Other than DATS, all the inexpensive tape drives seem to be



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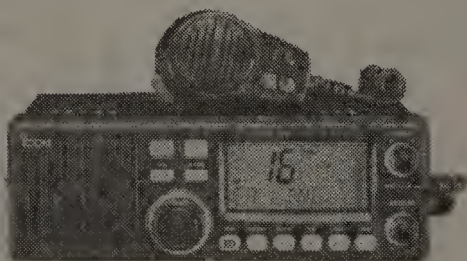
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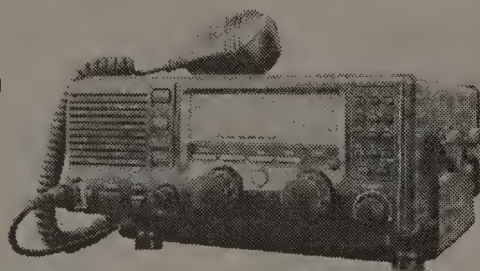
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## LETTERS

cranky and unreliable. (We do data recovery from tapes, too.) Don't forget to make a boot disk for your computer that has the tape drive or Zip drive software on it, so you can restore your hard drive's data to it while your hard drive thinks it's an expensive rock.

5) Get some anti-virus software. The Bay Area's MacAfee is good; so are the versions that come with recent editions of DOS, the computer's own operating system. Peter Norton has an anti-virus utility, as do the folks at PC Tools. Once you get the anti-virus software, use it. Scan all the floppy disks that come your way before you do anything else with them.

6) Tips 6 thorough 10 are really tip one repeated in mantra form: I will make a backup, I will make a backup, I will make a backup, I will make a backup — until you really do it.

Although we can and do rescue data from computers that have been under water, burned up in fires, been sabotaged, and which have just decided to take life easy for a while and stop working, we'd much rather see our cruising friends out there cruising and navigating and writing the great sailing novel on their computers than sending them in to us to get their data back. If you have a current backup, you'll never need to hear us say "Data Rescue, can I help you?"

So I can maintain the religious wars between PCs and Macs — we recover data from both — a Mac is much more likely to get incapacitated from a virus than is a PC.

Philip Smith, President  
Data Rescue Services  
San Francisco

### INTERNATIONAL HEALTH INSURANCE

We're about to hang it up for a year to go cruising with a friend, and we'd like to know what recommendations you have for international health insurance. I remember reading an article about it a few years back in *Latitude*, and would like to have a reprint of it, the latest updates on the subject, and any experiences from your readers.

Pitter and Dave Fox  
Capitola

*Pitter & Dave — Individual situations vary so greatly that it would be irresponsible for us to make health insurance recommendations. We can tell you that a lot of cruisers — particularly younger ones in apparent good health — go without. The way they see it, they mostly cruise in Third World countries where whatever health care exists is inexpensive. Cruisers in Mexico are 'covered' by the fact that health care is not only cheap but — based on the many reports we've received — excellent.*

*Another thing to remember is that obtaining international health insurance is often very difficult if not prohibitively expensive. The best report we ever received was from Ralph and Kathleen Neeley on Neelen, former Santa Cruz residents who've been out cruising longer than we can remember. In our January Changes they wrote:*

*"Due to some intestinal problems, Kathleen had to spend 17 days in a public hospital at Uturoa. It was clean, the doctor conscientious, and the nursing staff adequate. The private room — with all medical services included — came to \$200 U.S. per day. Our medical insurance with Private Patients Plan International (Tunbridge Wells, Kent, TN1 1BJ, England) paid the entire bill per our policy."*

*Later in that same Changes:*

*"The privately-owned Namaka Medical Clinic located near the Nadi Airport is able to refer patients overseas for treatment if the procedures are not available in Fiji. Kathleen flew to New Zealand, where all her medical tests — which were unavailable in French Polynesia and America Samoa — were performed in a private hospital. Again, our PPP insurance completely covered all expenses."*

*Based on that information, we think Private Patients International would be a good place to start. If anyone has other cruising health care suggestions, they would be greatly appreciated.*



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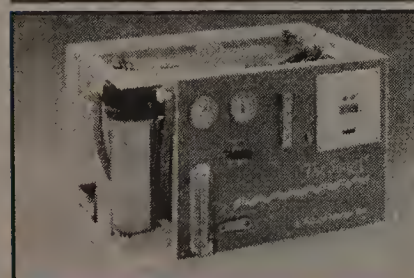




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## LETTERS

### WHERE TO VOLUNTEER AS CREW?

I'm writing this open letter to your fine magazine to thank the crew of the *Yah-Ki-Tah* (my attempt at getting the spelling correct) for making my visit to San Francisco most memorable.

After trying to get a trip to Northern California for five years, I got lucky as my boss let me attend a seminar in The City for a week starting on February 2. Coming from North Carolina, I didn't know what to expect. My apprehensions were removed on Saturday on my way to the Golden Gate Bridge, however, when I met a sailor named Brian in the marina area. When I asked him if there was somewhere I could go to volunteer to crew on a boat, he talked about sailing for a few minutes, then said I could join the crew of *Yah-Ki-Tah*.

After grabbing a sandwich and some drinks, I joined the rest of the crew: Bruce, Bob, Nick, Brian and Laura. The *Yah-Ki-Tah* turned out to be a Newport 35, and the crew informed me I'd be sailing in the fourth race of a midwinter series. Since my experience was limited to sailing my brother's Compac 24 cruising boat, I didn't have many skills, but I was eager to learn.

In the owner's absence, Bruce took the helm for the 4½ mile trip over to the Berkeley Circle. On the way to Circle, the crew told me about the Bay Area and the San Francisco waterfront. And when we got to the course itself, I was amazed to see what appeared to be hundreds of boats of all different sizes.

When the wind picked up, everyone began jockeying for position. I was surprised at the precision. Bruce did a fantastic job of sailing to the first mark without having to tack, allowing us to move up three places right there. Our crew — with Laura on the bow — executed getting the spinnaker up flawlessly. There was fierce competition all around the course, as we alternately gained and lost position. When it was all over, we'd finished fourth of eight boats. The crew was delighted. I was sorry it had ended so soon.

I hadn't had such a good day of sailing in a long time. I learned a lot, and had more fun than had I taken a bus tour. I left my telephone number with my new friends and invited them to come sailing in North Carolina if they ever get out that way — but I know it would be hard to equal the adventure in Born, North Carolina. Thanks to all of you who made my sailing introduction to the Bay so memorable.

John Clark  
Garner, North Carolina

### HE WAS THE BEST

This letter is a tribute to my friend Dave Bosley of the U.S. Coast Guard, Quileute Station, La Push, Washington. Dave lost his life on February 12, 1997, while going to the rescue of two people — who ultimately lived — aboard a sinking sailboat.

I met Dave back in 1990, when I was blown into La Push aboard a fishing boat. Blown in by a storm late at night, we anchored in the bay until first light. It was then the Coast Guard talked us into the harbor — we didn't have adequate charts and drew too much to have entered the difficult harbor at low tide.

Dave personally watched our boat during his time off when the Quileute River flooded and we had to take a rental car back to California. He remained a dear friend, and often visited me in Monterey with his wife Sandy.

This was Dave's second tour of duty at La Push, and although we didn't always agree on boarding issues and other Coast Guard policy, he was the best the Coast Guard could ever have. Dave was a super-compassionate, highly-trained, wonderful human being — obviously putting his own life on the line for the good of sailors.

I don't know the full details of the incident yet, I only know I'll miss Dave. My heart goes out to his wife and the families of the two other crew members lost in the rescue attempt.

Inge Lorentzen (now a sailor)  
Monterey

Readers — Is there a higher calling than repeatedly risking your

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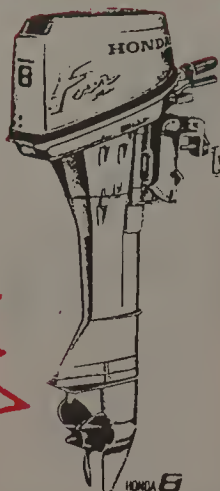
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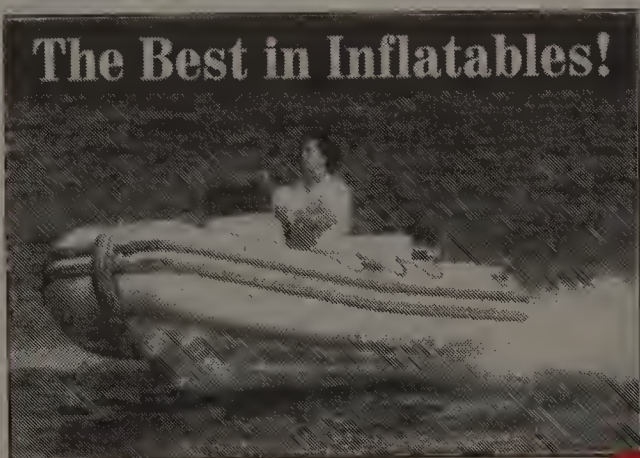
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**LETTERS**

life for the sake of others?

Elsewhere in this issue we've published the address of a memorial fund for the three members of the Coast Guard who perished. We encourage everyone to contribute.

⇓ **EXPERIENCE, WEIGHT, LEVEL OF COMMITMENT**

I'm wondering why the Racing Crew List is divided into categories such as "men to crew on a racing boat," and "women to crew on a racing boat." Wouldn't dividing the list into categories such as 'experience', 'weight', or even 'level of commitment to racing' be more helpful to owners looking for racing crew? Similarly, the list of boatowners looking for crew could be divided into more relevant classifications, such as location or boat size?

If the Racing Crew List is really intended more as a dating service, then perhaps — this being San Francisco and all — you should have respondents specify their sexual preference so as to prevent any unfortunate misunderstandings.

M. Therrien  
Northern California

M. — We get your point, but you're going to have to come up with much better categories than you have. List crew by weight? Some people are light and strong, others are heavy and weak. Besides, weight would normally be way down a skipper's priority list unless he/she were specifically searching for rail meat. List by experience? Some skippers like seasoned crew, others prefer to mold crew to their way of running a boat. Commitment to racing? That's too difficult to quantify, so it would be meaningless.

You may not want to accept it, but the unvarnished truth is that the majority of skippers looking for crew check age and sex, then move on to the other details. Sometimes it means they are primarily interested in a crew of the opposite — or this being Northern California, the same — sex, but often it doesn't. Many skippers — the Wanderer is one — invite women to crew for the simple reason that he doesn't want an all-male vibe on the boat.

⇓ **CHEAPER THAN THE TELEPHONE**

Tracy and I recently got back to the States after spending two months aboard a motorsailer in Asia. The boat had a malfunctioning SSB, so our original plan of keeping in touch with family/friends at home had to be modified.

Tracy is computer literate — I'm still living in the Stone Age — so we started to seek out 'cyber cafes'. They turned out to be easy to find. The first one we located was in Phuket, Thailand, at a neat little beachfront bar/restaurant called Friendship Beach. They let us use their address to receive, and only charged a modest \$3/hour U.S. for the computer time.

Our next cyber find was in Singapore. We had to establish our own e-mail address, which was free and easy through an outfit called Hotmail. Time costs here jumped to 10 sing (\$7.50 U.S.) per hour, but it was still much cheaper than picking up that telephone. After leaving Singapore, we headed up the east coast of Malaysia. While visiting a small island, we met an English fellow who forwarded an e-mail message when he returned to his office after his holiday!

Our last cyber find before leaving the boat was in the tiny country of Brunei. The cafe charged \$10/hour, but everything in that outrageously wealthy country was dear.

Bottom line? Even this Cro-Magnon wooden boat freak is now sold on this e-mail thing. All I have to do now is learn to type — as just this short message has taken an hour to crank out and has turned my fingers into bloody stumps.

P.S. our e-mail address is otwhio@hotmail.com.

Pete & Tracy Caras  
Sausalito

Readers — Pete was the Grand Poobah of Baja Ha-Ha II.



# The Gateway To Sailing

For the umpteen thousandth time you drive across the bridge on a bright, spring day, gaze at the sailboats and promise yourself this is the year you're going to start sailing! But how? Rushing out to buy a sailboat seems a bit impetuous when you don't even know if you're going to like it. Sailing lessons might be a good first step, but then what? A good sailing club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

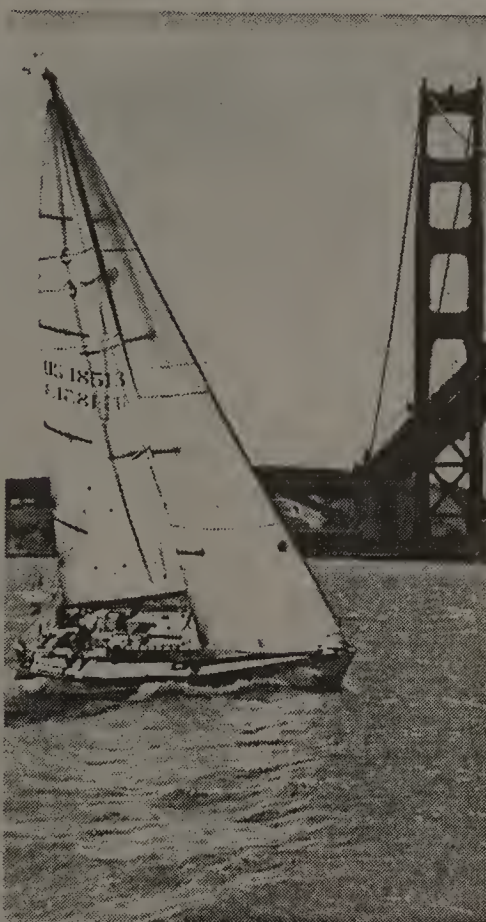
• **Award Winning Sailing School** — Club Nautique offers *US SAILING* certified instruction from Basic Keelboat through Offshore Passage Making. Classes are taught by US Coast Guard licensed and *US SAILING* certified captains who have passed a rigorous screening process and are chosen for their teaching and seamanship skills. Our instructors are a team of professionals with hundreds of thousands of miles of experience, standing ready to show you the way into sailing, chartering, world cruising or racing.



• **Guaranteed Instruction** — We are so confident in our sailing school program and instructors, we *guarantee* your success. If you do not receive your *US SAILING* certification, your instruction will be **FREE** until you do pass. Ask for a copy of our written guarantee for details.

• **Best Fleet On The Bay** — If you've visited sailing clubs with fleets that look like "Rent-a-Wreck" of the waterfront, you haven't visited Club Nautique. We have more, bigger, newer, better maintained and better equipped boats than any other sailing club in Northern California. Nobody else is even close and a visit to either our Alameda or Sausalito locations will prove it. We're proud of our fleet and will gladly show you through it so you can judge for yourself. Oh, and one last thing; as a member, you save a full 35% on your charters.

• **Two Locations To Serve You** — The two most popular sailing bases on San



Francisco Bay are Alameda and Sausalito for lots of good reasons, like weather, ambience, support facilities, and convenience to the best sailing. Locating our bases at sailing's two most popular spots just seemed like the smart thing to do.

• **Weather** — No, we can't actually control the weather, but at least we've located our clubs where the weather is the best on the Bay. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Once again, we invite you to visit us and decide for yourself.

• **Two Memberships For The Price Of One** — If you want to cruise, race or socialize, we're the only sailing club that does it all. As a member of Club Nautique, you are also a member of the Ballena Bay Yacht Club. So when you're harbor hopping, you'll be able to visit other yacht clubs and enjoy their hospitality — guest dock, restaurant, bar, etc. It's a great way to cruise!

• **Yacht Purchase Account** — We are the only sailing club on the bay with its own yacht brokerage office and dealership, so if one day you decide it's time to stop chartering and start owning, every dime you've paid in dues can be applied to your new boat.\*

• **Vacation Charter Discounts** — We have our own in-house charter broker dedicated to serving your sailing vacation needs from Tahiti to Turkey. We are the only sailing club in the country with a direct link to The Moorings' reservation system, so not only do you get up-to-date information, with just one call, you get a membership discount.



• **FREE Refresher Training** — If you select an "Unlimited" membership, you'll be able to repeat a class\* or take review classes at no charge whenever you feel rusty or need to tune up your sailing skills. It's like having a club pro at your disposal, only it's **FREE!**

• **We Do It All For You** — There's a monthly newsletter, seminars, frequent sailor discounts, cruises, parties, discounts on boatshow tickets, races, and more... too much to list here. In short, Club Nautique can help you with just about every aspect of sailing, from getting started to cruising around the world — all at your own pace and tailored to fit your budget. Call us for a free brochure or better yet, stop by today for the full tour!

\* Certain restrictions apply. Ask for complete details.



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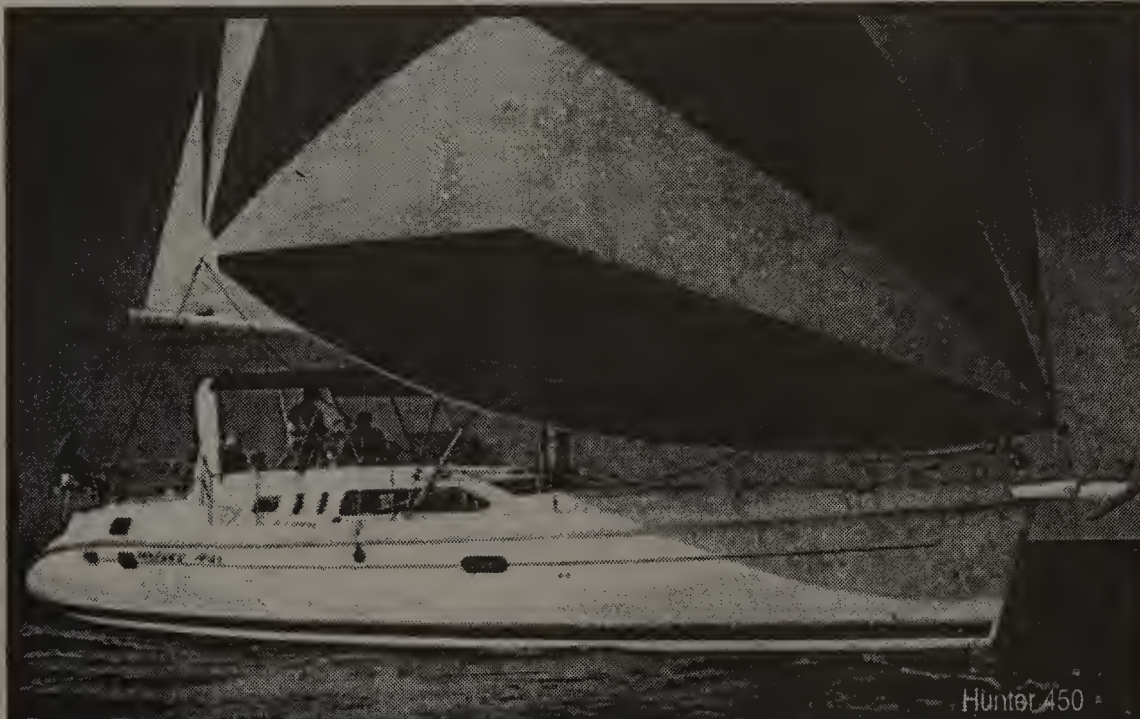
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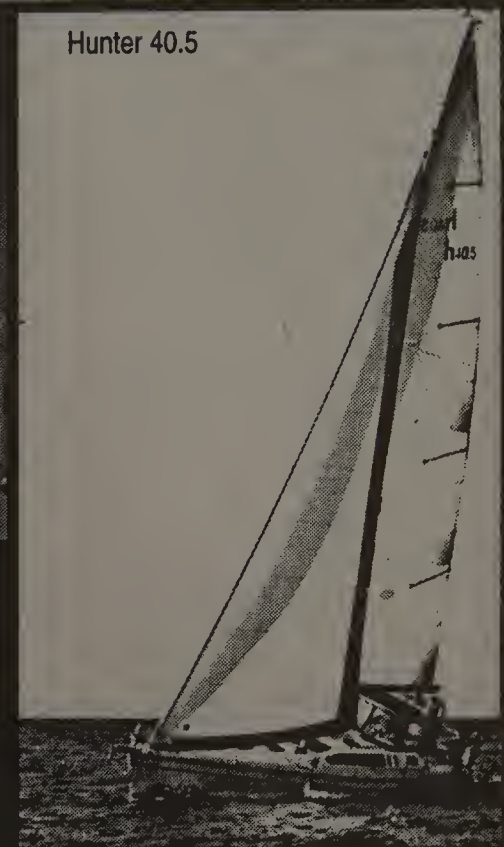


# BEST OF THE

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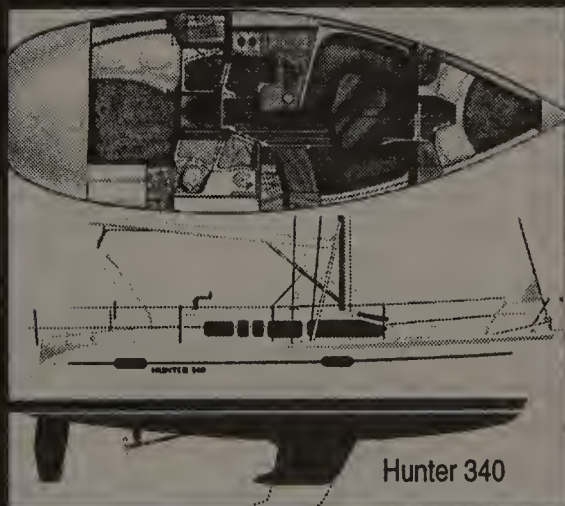
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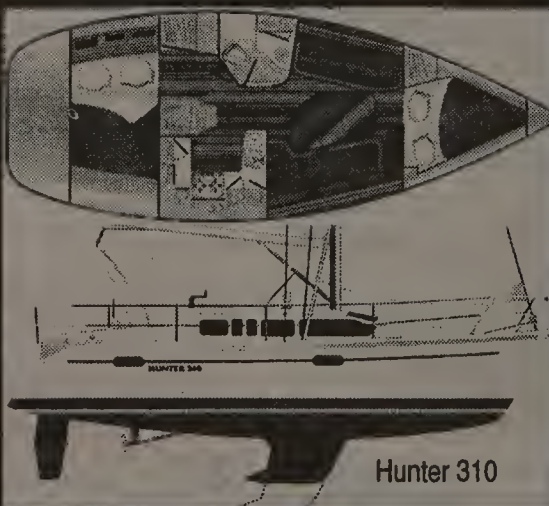
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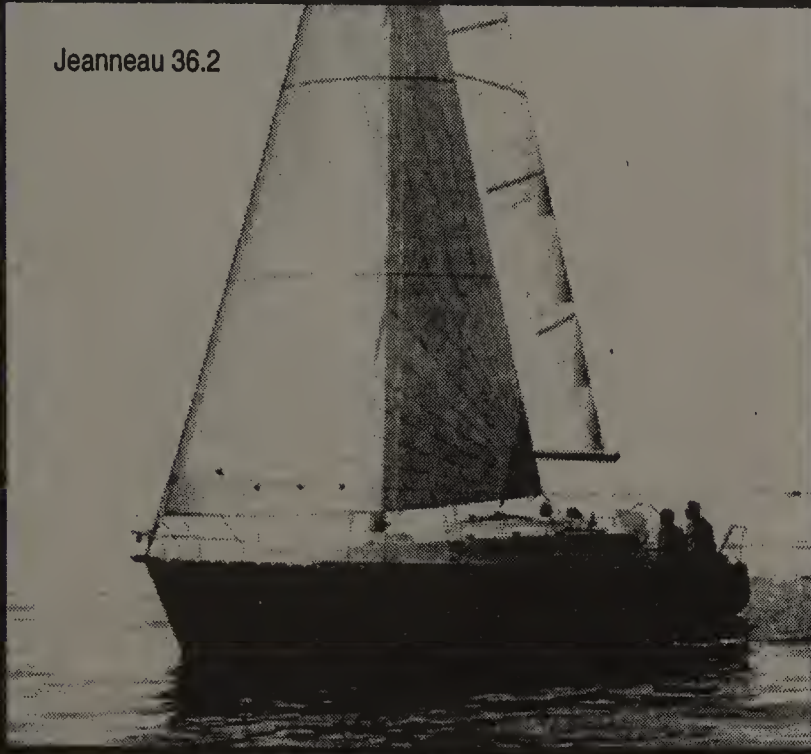
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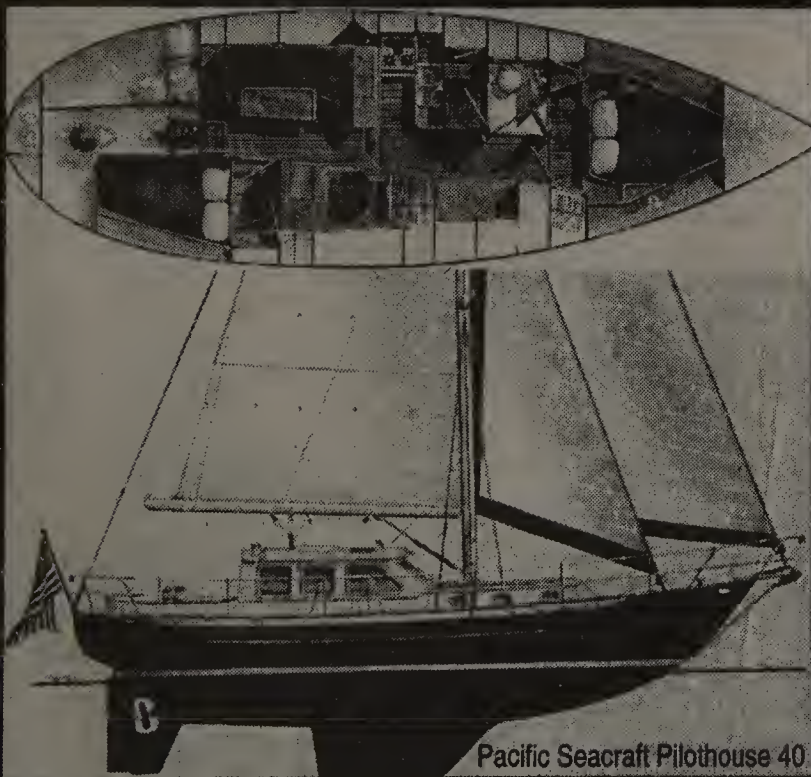
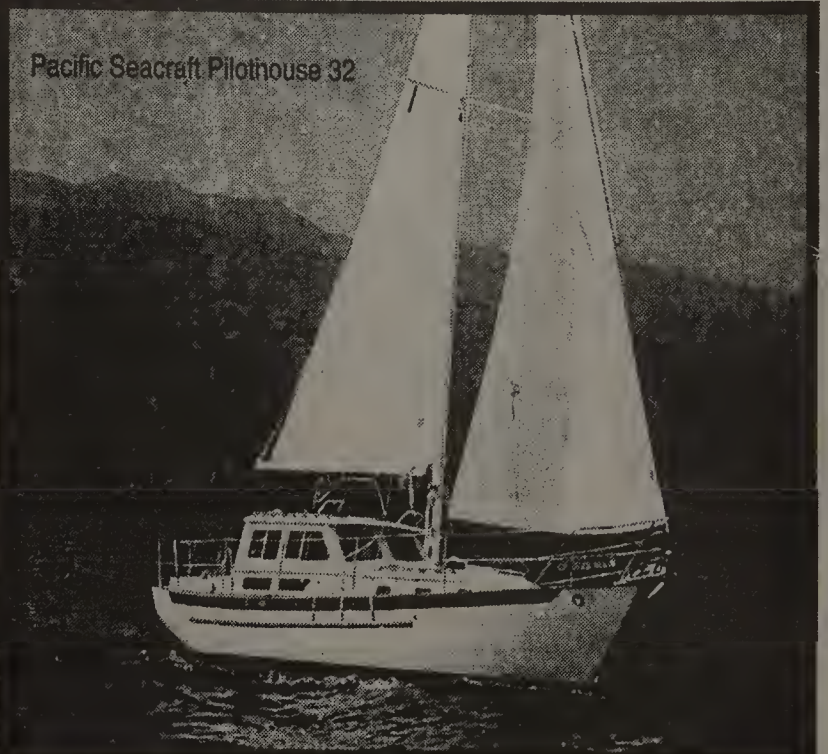
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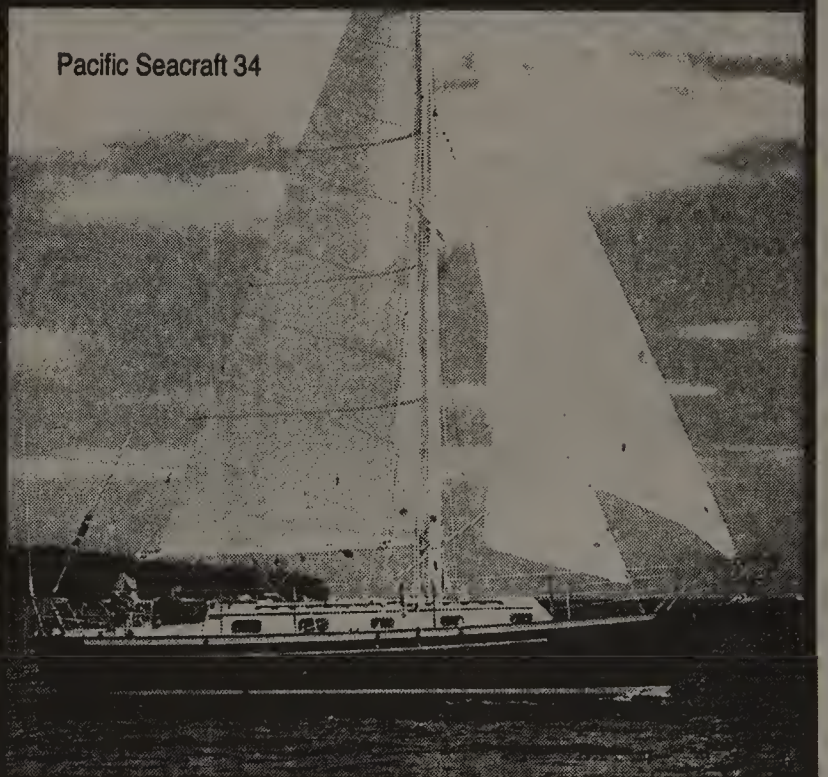
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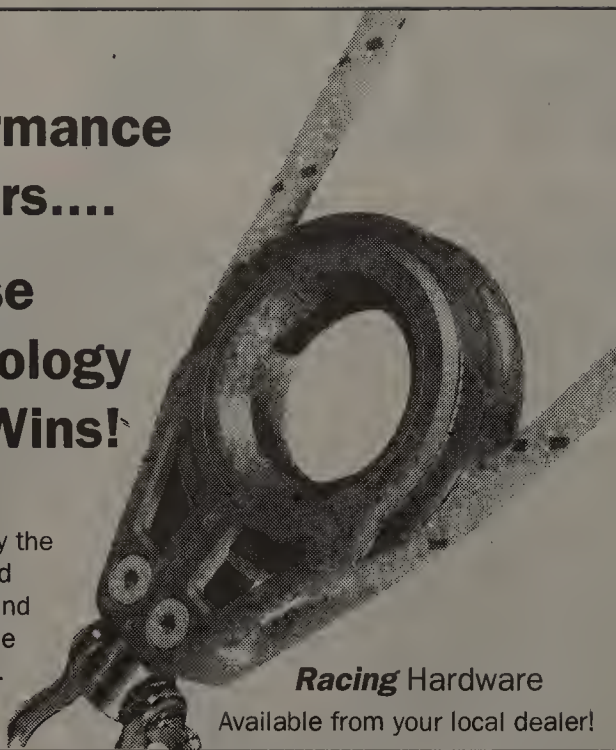
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## LETTERS

### ↓↑INSPIRED US TO FIND A NEW WAY OF LIFE

The whole thing started in the mid '80s with some simple sailing lessons in Redwood City. I thought 'cruising' was something kids did on Saturday night on Main Street, but *Latitude* taught us different. The more I read, the more intrigued I became. I cruised south of Puerto Vallarta with a friend aboard his Islander 36, and it was wonderful. We later did a cruise from Puerto Vallarta north to Isla Isabella that hooked us.

Chartering led to some serious shopping for a boat of our own, and we're now the very proud owners of what we believe is the world's most fabulous sailboat, *Gaia*, our gorgeous Morgan 384. The boat is named after a philosophy that says the world — its water, land, air, animals, everything — is one living creature.

My wife and I sailed *Gaia* down the beautiful California coast in June of 1996 to Ensenada, where the boat is now berthed. We make the easy hop by air from San Jose to San Diego often, and when we're not there, Baja Naval Shipyard keeps her polished like a fine jewel. The sailing in Ensenada Bay has been good, but we're planning to sail south in the near future to really explore Mexico.

*Latitude's* strength is your penchant for the truth. A year or two ago, for example, one of the 'slick' cruising magazines had charter company reports on the hurricanes in the Caribbean. Only one admitted any damage, and it was "slight." *Latitude* told us the true story that we mariners needed to know, and told it with photos of hundreds of damaged boats.

You folks at *Latitude* inspired us to find a new way of life — and we love it. Thank you — and our heartfelt best wishes on your 20th birthday.

William and Soon Gloege  
Northern California

### ↓↑IF DADDY SAYS A BAD WORD

My husband and I are faithful readers of your magazine. Someday we will be out there cruising. But for now, while we sell my husband's business and try to extricate ourselves from our daily routines, *Latitude* provides us with a tantalizing glimpse into the cruising lifestyle.

When the first of the month rolls around, we each get a copy of *Latitude* — and then abandon the kids and all our household responsibilities as we read every page. Our addiction is not lost on the kids — as the following exchange with my almost 5-year-old son Brian shows. It started with him coming up with penalties for himself on those rare occasions that he's used foul language.

**Brian:** Mommy, if I say a bad word, you should take a toy away and put it on the top shelf.

**Mommy:** Okay. What should we do if daddy says a bad word?

**Brian:** Take away his *Latitude* 38s.

**Daddy:** @#\$\$%\$#\*\*\*.

Caroline Wulgen  
San Anselmo

### ↓↑ALTHOUGH IT'S SLOW

We read about the Mexico e-mail gateway in your February *Sightings*, and have signed up for it. It's slow because of the 300 HF baud rate, but while in the anchorages it's better than nothing. While in port, it's always a fun challenge to get access to someone's phone line to log on. If AOL's server is up, it's much faster and provides access to the Internet. Their Mexico City access number is 91-5-628-9393. There is also an Internet Cafe in La Paz that offers 30 minutes of web surfing for 20 pesos. They provide the computer.

As an update, we failed to make last year's Baja Ha-Ha start because an inexperienced bareboat skipper t-boned our boat while trying to get back to the dock after dark. It happened just after we'd gotten comfortably situated on the end tie of E-Dock.

The delay getting the holes in the fiberglass filled and the broken teak repaired caused us to miss the race. So sorry, but since then



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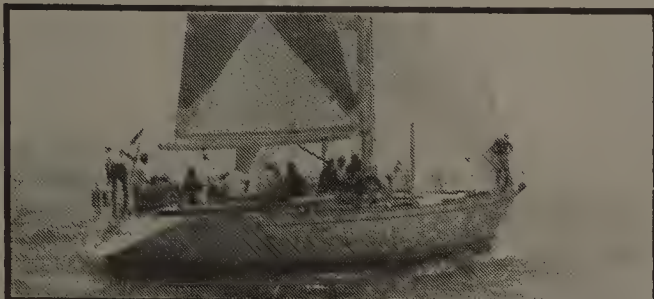
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**SWAN 53 Extended Transom (1987):** Featuring counter stern with 2.5' extra deck space, + 2 large lazarettes for dinghy, OB, and liferaft stowage. Cruise equipped w/Scheel keel, furling main mast, electric winches, and generator (new), immaculate. Newport Bch, **\$595,000.**



**SWAN 43 HUMBLEBEE (1971):** Under the same ownership since 1978 and used only for local cruising, this boat is in superb condition. Equipped with 10 sails, autopilot, GPS, heating, electric windlass and lots of good cruising gear. Oxnard, CA, **\$98,000.**



**SWAN 47 ZEPHYR (1979):** Purchased by current owner '89, highly upgraded since, incl. new topsides, wtrmkr, leather upholstery, B&G Hydra 330, SSB, Trimble Navgraphic, new Perkins dsl. SAN DIEGO, **\$235,000.**



**SWAN 46 KARJALA (1985):** Consummate world cruiser w/Scheel keel, aft entrance, extra-thick teak decks, SSB, Ham, radar, watermaker, heating, 145 gal fuel. Stunning condition with all systems in exclnt order. New bottom paint/B&G A/P. Newport Beach. **\$375,000.**



**SWAN 42 GLISADE (1980)** Well equipped for cruising with windlass, autopilot, refrigerator and freezer, furling genoa, inverter, but also has a full set of racing sails. The interior shows well, all systems in good order. Owner wants offers. Ventura, **\$185,000.**



**SWAN 46 KOOKABURRA (1986):** Classic cruiser/racer with tall rig, dark blue hull, and a full set of racing and cruising sails. Overall condition is immaculate. Electronics updated. Watermaker, expanded fuel capacity, leather upholstery. Marina del Rey, **\$385,000.**



**JEANNEAU 51 (1991):** This modern Bruce Farr design features teak decks, 3 cabins w/queen-sized berths, radar, GPS, chart plotter, & an immac. teak inter. Equipped w/6'7" keel, furling mast & headsail, more. Pt. Roberts, WA, **\$325,000.**

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## LETTERS

we've been enjoying cruising our Pearson 424 ketch from San Francisco Bay to La Paz. We arrived safely on December 30, and plan to spend the spring enjoying the Sea of Cortez.

Electronic communications are indeed changing things for cruisers, making it much easier to stay in touch with friends and loved ones back in 'reality'. So that we only have to write about how we are doing once, my wife and I have been maintaining a web page on AOL that describes our progress and adventures — complete with digital photography. Anyone interested can look up our web site at <http://members.aol.com/searspirit/index.html>.

P.S. We've been able to get the latest issues of *Latitude* from the laundry bookshelf at Marina Palmira by about mid-month. That's faster than by mail. Great stuff!!

Steve and Marsha Sears, Cindy the dog  
Spirit  
La Paz

*Steve & Marsha — Electronic communications are indeed changing things — but is it necessarily for the better?*

Ten years ago, we used to hang out at a French Island in the Caribbean where it was extremely difficult and expensive to call home. So when we were there for three weeks, we were really gone. When we went to the same island for three weeks this last winter, all we had to do was punch a couple of numbers on one of the many phones, and we'd not only be in touch with the office, but listening to 40 or so messages on voice mail. In some ways it was very nice, but in other ways it was dreadful. One thing for sure, we weren't 'really gone' like we'd been before 'progress'.

### ⇅KEEP E-MAIL CALLS TO A MINIMUM

With some trepidation that I will kill the goose that is laying golden eggs, I will share with present and future Mexico cruisers some great news about Compuserve e-mail service. Compuserve now has an unadvertised toll-free number in Mexico through which one can send and receive e-mail and update their web pages. I was made aware of this by Peter and Dawn of *Amadon Light*.

The great benefit of e-mail, of course, is that people don't need to know where you'll be or when you'll be there in order to contact you. While most marina operators will let you access the for-charge e-mail numbers at the cost of a fax — usually a couple of dollars — many will let you access the toll-free number without any charge at all. Most recognize that a call to an 800 number won't show up on their bill.

Moreover, there are many locations that wouldn't have let us access a for-charge number at all, but permitted us to access a toll-free number. At some ports this meant the difference between being able to access our e-mail and not. At Huatulco and Puerto Madera, for example, the port captains graciously let us use *their* phones to access our e-mail!

It's very important, however, that we not abuse the opportunity, keep calls to a minimum frequency and time, and express our deep appreciation to those who let us use their phones without charge. The toll-free Compuserve number in Mexico? It's 91-800-72000 — but you must be a Compuserve customer. During the last few weeks that we've used it, we've had no problems connecting or with busy signals.

We can be reached at: [rogerbohl@compuserve.com](mailto:rogerbohl@compuserve.com).

Roger Bohl and Angela Konig  
Ariadne, Cal 39  
Puerto Madera, Chiapas, Mexico  
(en route to Panama and Florida)

### ⇅TEXAS PROBABLY WOULD NOT SCORE

Your call for anecdotes for your 20th anniversary edition reminded us that we had yet to send in an article concerning our sailboat charter in Texas! The connection is that we learned about sailboat chartering through your magazine. While Texas would probably not score on any charter destination list, the occasion allowed us to



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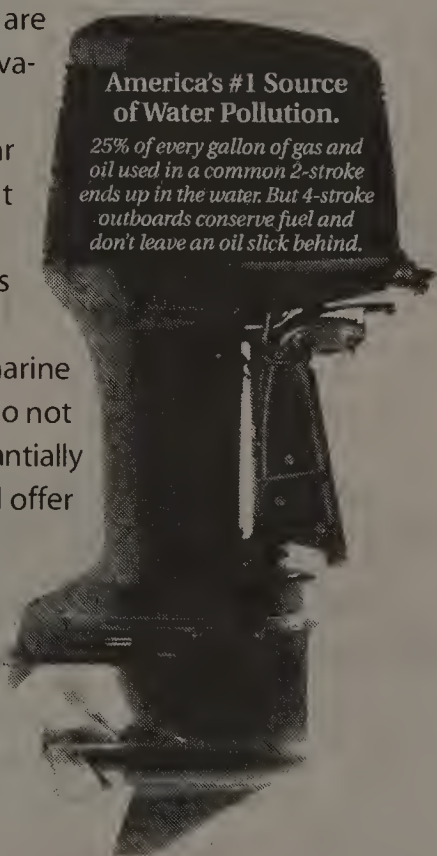
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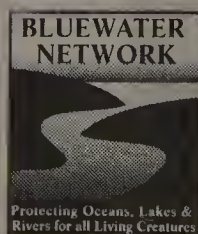
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## LETTERS

sample the domestic world of chartering with no additional travel costs.

We've been reading *Latitude* since 1988, at which time we had trailer-sailed a MacGregor 22. Although my husband immediately related to *Latitude*, it was not until I read *Trucking to Mexico* in the March '89 issue that I really started to appreciate the magazine. That article brought back memories of a previous trip we'd made by motorhome to San Felipe with our five kids.

As our children grew up and went on their own, we wanted a boat that afforded comfortable overnight accommodations for the two of us — so we bought a Cal 31. Encouraged and lured by your articles concerning the Delta, we have made several cruises to Mandeville Tip and Mildred's Island. By the way, the Delta article in the July 1994 issue had my sides hurting from laughter.

Congratulations on your 20th anniversary and a bundle of thanks for elevating sailing to an even more enjoyable part of our lives.

Rosemary Bright  
Alameda

### IT TOOK GREAT SELF-CONTROL

A few years ago we had to replace the engine in *Galadriel*, and searched all over before talking to Elias Garcia at J.E.N. Marine and Industrial, Inc. at San Diego's Shelter Island. He had a Yanmar 3GM30, which is what we needed. We loaded it in the van and drove it back to Puerto Escondido where we installed it in our boat.

Over the years the engine has had an overheating problem that we've attributed to other causes. But we finally took the head off and brought it back to San Diego to have it checked out. It turned out to be defective.

You know what Elias did? He turned around, pulled another head down from the shelf, and handed it to us. Not only was I delighted, but it took great self-control to keep from grabbing him and giving him the biggest hug ever. You just can't beat that kind of service, can you? Those folks are definitely 'cruiser friendly'. And coming from 'veteran' cruisers such as ourselves, that means a lot.

Terry and I are now enroute to our favorite manta ray playground . . . wherever that might be.

Joyce Clinton and Terry Kennedy  
Trimaran *Galadriel*  
Los Frailes, Baja, Mexico

### THIS STATEMENT WAS TOO MUCH

"Don't be put off by the fact that Jack London Square is in Oakland.

I've been an avid reader of *Latitude* for many years and have never felt inclined to offer my comments before, but this statement found in the March issue of the Sightings section — in the bit about the upcoming Pacific Sail Expo — was too much.

Please explain to myself and other East Bay sailors exactly what was meant by that — or was it just another case of Marin snobbery?

Bob Starr  
Tucumcari  
Oakland

Bob — Lay off the snobbery insinuations, will you, as it was a case of Oakland reality. You can play ostrich if you want, but even Mayor Elihu Harris acknowledges that Oakland has "perception issues". In plain English, the issue is that lots of out-of-area people perceive Oakland as a place to get shot and where 13-year-old girls get gunned down by classmates playing hooky.

This may be the perception, but is it an accurate view of Oakland? Speaking as someone who lived in East Oakland, North Oakland, Woodminster, and the Fruitvale District for the better part of 20 years; speaking as someone who started *Latitude* in the Montclair offices on Piedmont Avenue in Oakland; speaking as someone whose parents still live in Oakland; speaking as someone who was recently



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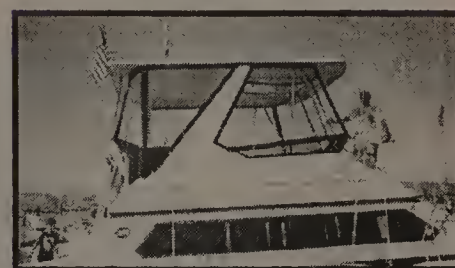
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**Dan Byrne - Valiant 40** "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

**Hal Roth - Santa Cruz 50** "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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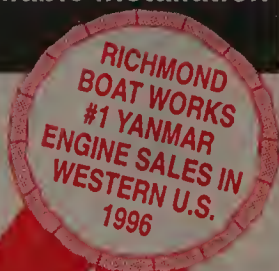
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## LETTERS

instrumental in preventing a flatlands home from burning to the ground, we know that the common perception is grossly inaccurate.

The truth is that there are parts of Oakland where the living conditions are god-awful and life isn't worth a couple of grams of crack. But there are also many areas of Oakland that are beautiful — really beautiful! — safe, and clean, and where people treat others with respect and dignity. Our comment in Sightings was to let people going to Sail Expo know that Jack London Square is one of the many parts in Oakland where the common perception of that city is not the reality.

By the way, a real or imagined slight against Oakland would be against Oakland, not the "East Bay."

### IT DOESN'T MATTER WHERE YOU SAIL

When my mother — who lives in Capitola — mentioned that she had read an issue of *Latitude* and thought I would like it, my first thought was: "What would a Great Lakes / Caribbean cruiser and Chesapeake wannabee find of interest in a West Coast magazine?"

I told her I probably wouldn't be interested, but she proved again why she is the mother and I am the son by sending me a copy. I decided to humor her and began reading what I quickly found to be an excellent and very enjoyable publication.

I am now a subscriber and eagerly await the next issue, which I will peruse from cover to cover. It doesn't really matter where, what, when you sail — editorial content such as yours appeals to and helps us all. I thank you (and Mom).

David Pitts  
Atlanta, Georgia

### INFLATABLE LIFEVEST RECALL

Please let your readers know about the following recall:

All Mustang Crewfit Inflatable flotation vests have a Leland CO2 cartridge, and these cartridges are under recall.

When I tried to inflate my Mustang Crewfit vest by tugging repeatedly and vigorously on the cord, my vest did not inflate.

Mustang will replace the cartridges on recall. Contact your dealer or Mustang's customer service at (800) 526-0532. I called Mustang and then followed their instructions by sending them our two cartridges plus our two automatic capsules. In less than a week I had received the replacements — plus a check refunding my postage.

Dolores Shotton  
El Cerrito

### WHERE CAN WE BUY ONE?

I missed the February *Changes*, but read a subsequent letter that referred to 'electric winch handles'.

I'm a sailor all too rapidly approaching my dotage — dotage being a euphemism for 'TFO' to crank on a winch anymore. I'm also a woman. Imagine then, the excitement the discovery of a labor and effort-saving invention of this magnitude engenders among soon-to-be senior (and over the hump) sailors! Too much!

I only have a few questions: Where can we buy them? Do they come in different sizes? Where do they plug in?

As I write this, the news is just being reported about an angry Maori smashing the America's Cup. The buzz in San Diego is that D.C. — Dennis Conner — hired a hit-man to cap the Cup.

Gabrielle Martin-Neff  
ex-Downwind Marine; currently Canvas Services  
San Diego

Gabrielle — When we wrote about the 'electric winch handle' in *Changes*, it was to see if anybody else had had experience with them. We know they've been marketed in Europe. We know that some people love them. And we're pretty sure you'd have to be careful using one. We'll see if we can't find out more.



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## LETTERS

### ⇓⇓ COULD YOU REPRINT AN ARTICLE?

Congratulations on reaching the 'Big 20', as I've enjoyed your magazine for almost as many years. *Woodenboat*, *Professional Boatbuilder*, *Ocean Navigator* and *Latitude* are the only boating periodicals worth reading.

I would really appreciate it if you could reprint an article — or was it a letter? — that appeared about 12 years ago and was titled *The First Annual Marina del Rey Poodle Shoot and Barbecue*. I hope it's not too politically incorrect or that the SPCA won't burn down your phone lines.

Joe Lenchner  
Watsonville

Joe — We remember the article/letter you're referring to, but it would take days to find it. It was a controversial item back then and would be totally politically incorrect today — where you're not permitted to laugh until you've cleared it with human and animal rights groups and have filed an environmental impact report.

Remember Jonathan Swift's *A Modest Proposal*, in which he satirically suggested the twin problems of too many poor children and not enough food could be solved by using some of the children for dinner? He'd probably be roasted on a spit for publishing anything like that today.

### ⇓⇓ PERHAPS A DIFFERENT STORM

Your March issue has a letter from Martyn J. Clark of Victoria, B.C., on the virtues of the *Vertue*. In it, he mentions that one survived "the terrible storm that sank the much larger training ship *Pamir* with great loss of life."

It was almost certainly not the storm which sank *Pamir* in the South Atlantic. There had been a longshoremen's strike in Buenos Aires, where the ship's full cargo of grain had to be loaded and stowed by soldiers and casual labor. Once at sea, a combination of bad weather and shifting cargo caused the ship to lay on her beam ends until downflooding sank her with almost all hands.

The details can be found in *Square Rigger, The Final Epoch*, by Alec Hurst, Teredo Books, England. The book is the last word on sailing cargo vessels after about 1890.

Hugh G. Lawrence  
Sausalito

### ⇓⇓ THE BAN ON WATER BALLOONS IS NOT ENFORCED

What's so great about Opening Day?

- 1) The Coast Guard tickets boats flying spinnakers along the Cityfront.
- 2) The ban on water balloons is not enforced.
- 3) Better 'dodge'em boats' than a starting line full of borrowed J/24s.
- 4) Raccoon Strait becomes a one-way — east to west — street.
- 5) You can walk ashore from any anchored boat in Ayala Cove.
- 6) It inflates the state's boating accident statistics.
- 7) Most of the people participating can't even spell P-I-C-Y-A.
- 8) A clew-first spinnaker hoist might win the decorated boat contest.
- 9) The boat with the most fenders dangling over the side win.
- 10) In the interests of political correctness the pleasure craft are no longer blessed. They couldn't find a priest for the God of the South Tower. That's the one invoked with the phrase, "Please let me make this jibe."

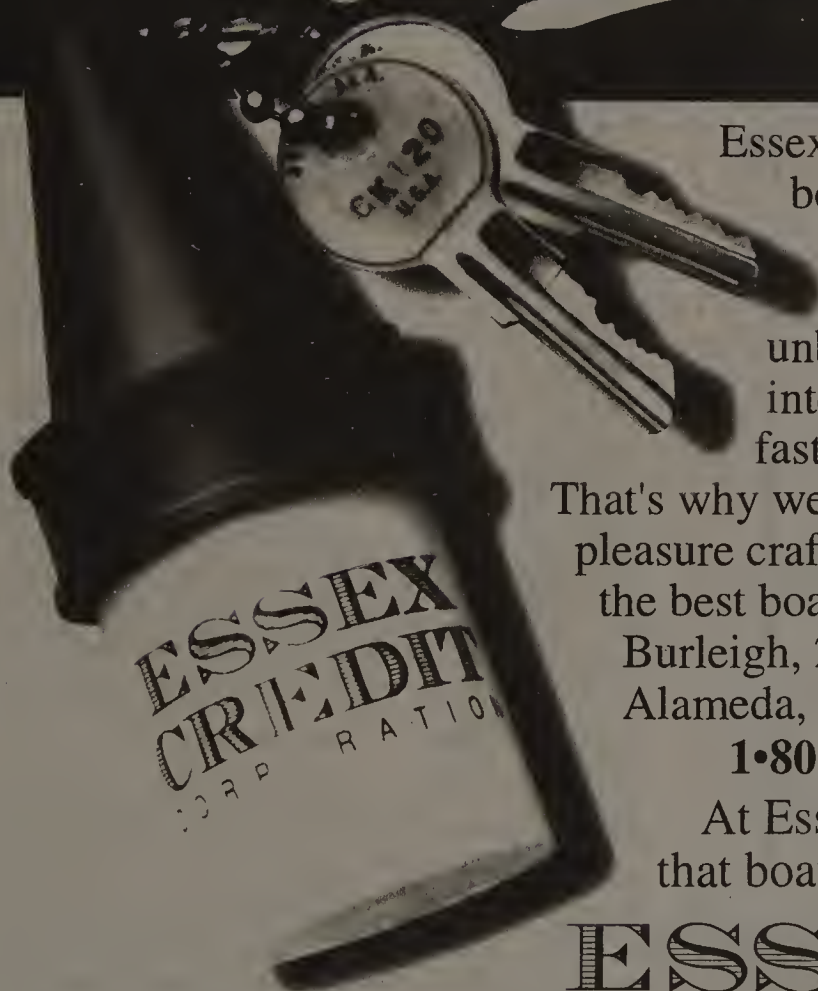
Anonymous  
Northern California

Readers — This year Opening Day will be on Sunday, April 27. Since it's one of the most crowded days of the year on the Bay, and since many boats are skippered by folks a little rusty on their boating skills, be careful and sail defensively.



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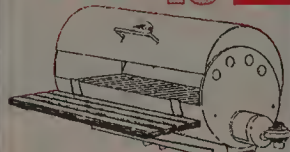
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## LETTERS

If you believe the Coast Guard is violating the Fourth Amendment with their phony on-the-water 'safety inspections' and want to protest, it's all right with us if you fly your ensign upside down.

Even though the ban on water balloon fights is widely ignored, remember that only complete asses attack those who: 1) Don't enjoy being attacked, and 2) Don't have their own water balloons with which to retaliate. Can't find an eligible target? Look for the Wanderer and Donna de Majorca aboard the Olson 30 Little O; they love a good water balloon fight — even when they're out of ammunition.

#### CHECKING OUT THE MARINAS

I've been reading your magazine for years and have been a subscriber for nearly six. I'm retiring this year, and after 50 years of sailing have decided it's time to get serious and do some offshore cruising. My plan is to bring my 41-footer up to San Francisco Bay and do some fine-tuning of my boat and sailing skills over a period of eight to 12 months. I would be living aboard during that time.

I frequently drive up to San Francisco and would like to check out the marinas. Since there are so many, I am hoping that you can recommend four or five that run a tight ship but look the other way with regard to liveaboards. It would also be a plus if the marinas were relatively close to service companies for rigging, electronics, sails and self-steering gear. Since I won't be working at a paying job, commuting will not be an issue.

P.S. I read *Latitude* cover to cover — and some of the articles twice.

P.P.S. Please don't publish this letter as I worry that some day the other shoe is going to drop on liveaboards.

Name Withheld  
California

N.W. — Despite your request, we published your letter because: 1) It's a question we're asked frequently, and 2) Nothing bad is going to come of it.

We can't list the marinas off the top of our head, but a number of them have provisions for legal liveaboards. Almost all the rest of the marinas have sneakaboards — and to our knowledge no agency has been hassling them lately. Our advice to you is visit the various marinas on weekends and talk to folks on the docks. You'll quickly get a feel for the situation — and the proximity of service providers.

You're in a particularly good situation, however. You can check into a marina for a month as a legitimate transient vessel. If the situation is cool, you might stay longer. If not, move to another marina for another month as a transient. If we didn't have to work, we'd berth in a different marina every month just for the fun of it.

#### WHAT A BOAT!

I've been reading your magazine since I started sailing in 1985, and have taken several courses from an ASA-certified sailing school in San Diego. After tiring of rental boats but having not yet won the lottery, I went looking for a cheap boat.

I'm a working stiff, so 98% of my adventures would be day or weekend sailing. I didn't really need a bigger boat, because there aren't many cruising/passage destinations that you can reach from San Diego over a three-day weekend. And for my once a year long cruise, I figured it would be smarter to fly to and charter at some exotic location.

After boat-hunting for awhile, I stumbled across a 1970 Columbia 22 that had been sitting on a mooring in San Diego Bay for five years. The growth hanging off the bottom was many feet long. I was astonished to find that even though the whole inside of the boat was covered with mold and mildew, the bilge was dry and the 6 hp outboard started after three pulls.

The then owner didn't even know how to raise the sails and had apparently been using the boat as a place of inspiration or something — I base the last speculation on the fact that the sink drain was

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bay's most prominent islands and the alluring Golden Gate.

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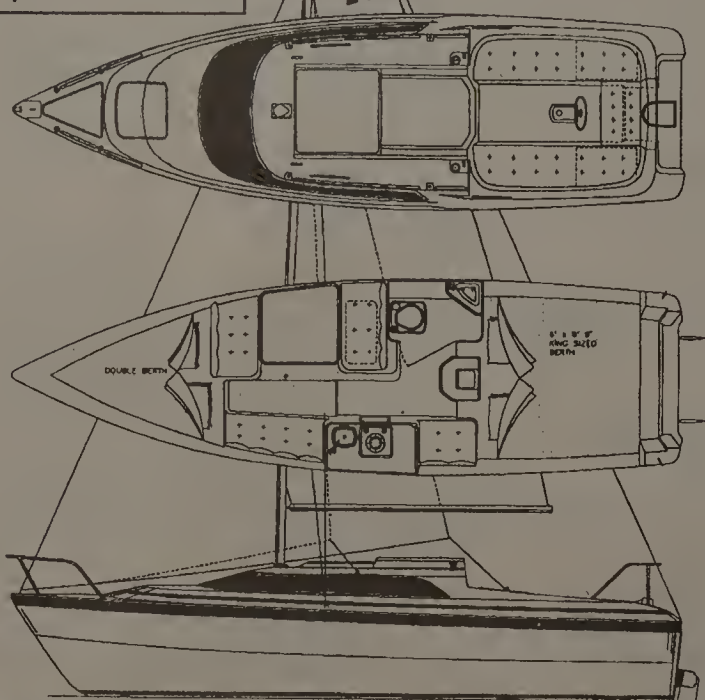
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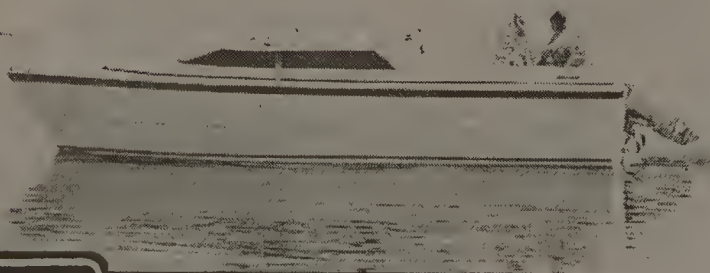


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## LETTERS

plugged by a prophylactic. The owner reluctantly took my \$600 offer, so I motored my new boat over to what used to be Kettenberg's for a haulout.

Since I'd only spent \$600 of my \$3,000 boat budget, I had some money to spend on my *Maryanne*. So I cleaned and repainted the bottom, installed a \$99 fishfinder and a standard knotmeter. The traditional Columbia blue stripe was repainted green, and I ordered a new mainsail cover in a matching color. I was not a good marlin-spike seaman at the time, so I had a rigging shop replace the sheets and halyards.

It may be hard to imagine, but I found the scrubbing, cleaning, varnishing and such to be a great experience. In any event, the rest of my budget got eaten up with little things such as flares, lifejackets, cup-holders, bilge pumps, new batteries and a new switch panel. Many of my friends helped with the work, so it was a really exciting day when the keel touched water again. I nervously checked the new thru-hulls — especially the knotmeter — for leaks before letting them unhok the slings!

What a boat! Laugh all you want about how ugly a Columbia 22 is, and I won't argue. But you'll have to admit that she's a large 22-footer, with room enough for four to sleep as well as having a head. But most important for sailing in San Diego waters, she has a very large cockpit. I have yet to find another 22-footer with as nice a cockpit for daysailing. Of course, I didn't realize that a large cockpit is a bad thing if you get in a situation where you could be swamped. The Columbia had a motorwell in the cockpit when I bought her. I had it glassed over years later and installed more two-inch drains with ball valves.

I sailed that modest and inexpensive boat around San Diego — with trips to Mission Bay, the Coronado Islands, and Oceanside — for many years. I always had a good time! I admit that the heavy Columbia 22 is sluggish in light winds, but a 155 roller furling genoa and asymmetrical gennaker both helped through those light San Diego afternoons. By the way, the wonderful folks at the North loft were great.

Fortunately or unfortunately, my wife was recruited and offered a much better job in Seattle. Since a computer programmer such as myself can get a job in Seattle without a problem, we moved last year. What a change from Southern California!

I decided that a 22-ft boat with a whippy outboard was not the right boat for Puget Sound, so I donated my beloved little boat to charity. They better have auctioned her to a good home! I'm currently renting a boat until I find a good boat for this area. Any suggestions? I've already experienced some 5-knot currents, which resulted in our rental boat with a red-line Yanmar two horse only making one knot over the bottom. Maybe I need something with a beefy engine.

I read your magazine cover to cover all the time, and I will sail across the Pacific some day.

Christopher M. Barnes  
Seattle

### WHAT IS THE DEFINITION OF PERSONAL PROPERTY?

This summer we will be returning to the Bay after completing our three-year Pacific adventure. I assume that our boat will be returning to the California personal property tax rolls shortly thereafter.

Just what is the definition of this so-called personal property tax? Is this a state version of the federal luxury tax that was repealed some time ago? Does this tax apply to boat owners only? How do boat owners benefit from this tax? Do other states have a similar tax? Is the tax collected shared equally with the 'boat poor' counties which happen to be landlocked?

In our case, this tax amounts to several hundred dollars and we find it a burden to boat ownership in California.

Ken Stuber & family  
True Blue, Bristol 35.5  
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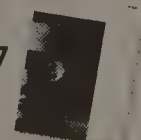


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## LETTERS

**Ken** — According to the Marin County Assessors Office, personal property is defined as anything you can "touch, smell, or measure". Nonetheless, you only pay personal property tax on certain kinds of those things — namely boats and airplanes. Personal property tax has been around for many years, and is not to be confused with any form of luxury tax or property tax you pay on houses or buildings.

Personal property tax is paid to the county, which divides it up among county agencies and city agencies within the county. It is not shared with other counties. We're told most of the money goes toward cigars, whiskey and hookers for the various county officials — just kidding! Actually, it mostly goes for police and fire protection. We don't know if other states have such a tax.

Where mariners really get a return for their taxes is at the fuel dock, because the state's share of that tax goes to the Department of Boating and Waterways. Thanks to all the powerboaters that consume fossil fuel at prodigious rates, Boating and Waterways is flush — which explains why Governor Wilson tried to eliminate the agency a year ago. Had he been successful, all that money set aside for marine-related projects would have gone into the General Fund — which is always empty and has an endless line of supplicants who think the money should go into their pockets.

There is a way to avoid personal property tax. Berth your boat in a county that doesn't assess it (such as Marin) if you leave the country for more than six months a year — and then indeed go to Mexico for that six months.

### ⇓⇓ A SUGGESTION

Latitude should launch a new organization / fraternity consisting of those skippers (and crew?) who have circumnavigated the planet by sail. Surely many of us admire and respect these circumnavigators for their significant achievement!

Alfred B. Anderson  
Alameda

**Alfred** — We're not big on founding — or even joining — organizations and fraternities, but we are assembling a list of people who have circumnavigated by sail. If anyone knows somebody who is not on our list, we'd love to hear about them. After the first 100 or so names, we'll do a feature on these people who have accomplished something to indeed be proud of.

### ⇓⇓ OUR BOAT WASN'T AS BIG OR NEW AS WE WANTED

We went shopping and found a boat that we liked! She wasn't the boat we thought we'd buy, and she wasn't as big or as new as we'd wanted. But she was well-equipped, good for racing, and perfect for sailing on the Bay.

The boat was great for children, and we used her as much as we could. At first the children screamed and cried because the boat tipped and leaned toward the water. "We'll drown!" they screamed. Then they became used to the idea that heeling was safe and necessary if we were ever to get out of the slip and pursue our adventure.

Eventually the older children learned how to handle the lines. This made the ride more interesting. They still didn't like the intensity in the captain's voice, but they learned to listen more to the orders than his inflection. It took the younger children longer to adjust. Once they, too, learned to trust the captain and themselves, it was only a brief time until they were asking — pleading even — to go to the boat for the day or even the entire weekend.

Often the Bay waters were choppy. The sea crashed over the sides of our boat and I thought we would drown. A few times I fell asleep on our boat and dreamed that we had indeed drowned. It was confusing, cold, dark and lonely, and my heart sank faster than the boat we'd bought. Then I'd wake in a sweat to find us skimming along in silence.

Over the years the paint on our boat cracked and had to be

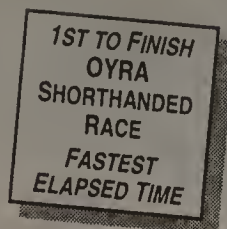


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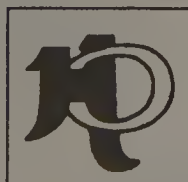
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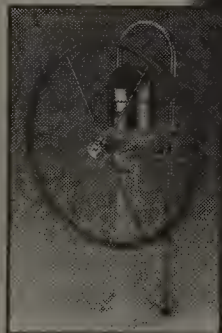
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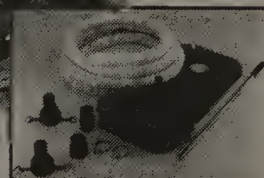
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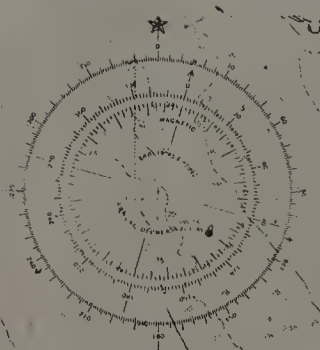
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## SAILBOAT RENTALS TOO!

## LETTERS

repaired. Her hull had to be cleaned regularly, and we had to replace the upholstery which had worn with use and the elements. Sometimes we added expensive toys to make the ride a bit more interesting, but it was the basic boat that attracted us.

Year after year the boat served as a hotel and a special place for birthday parties or weeknight escapes for work-weary men. The neighboring boats would change owners, giving us ever new opportunities to broaden our acquaintances. Community life swirled around the boat in a never-ending dance. Memories were folded neatly and tucked away, just as the jib had been each time we sailed.

Looking back, the boat was not what we had expected. It's sad that we paid so much attention to our expectations, which limit us in so many ways! Our boat took us out; out of what we were used to; out of what we were comfortable with; out where we were forced to trust each other and God.

We went shopping and found a boat that we liked. She wasn't the boat we thought we would buy, and she wasn't as big or as new as we had wanted. She was a well-equipped boat, good for racing and perfect for sailing on the Bay! Our boat was much more than we expected — our boat gave us each other.

Love to Kevin P. Morgan from Lynn M. Morgan  
Northern California

### DRUGS DOMINATE GLOBAL ECONOMIES

In reference to the tragic murder of Lorraine Heath at Cumberland Bay, St. Vincent: No one ever again can feel entirely secure sailing anywhere. For that matter, one is most secure from random violence on land.

Drugs dominate global economies. None of us will be free from being touched by this scourge until the criminals who deal in drugs are eradicated. None of us will be free until police the world over are less corrupted by this wealthy segment of the population. And this is just as true in California as it is on a small island in the Caribbean.

Although drugs are not mentioned in the Cumberland Bay murder, you can be sure there is a connection.

Daryl Buckley  
Bodega Bay

Daryl — It's true that police the world over are corrupted by those who make fortunes in the drug trade. It's true that drugs play a significant role in the global economy. And it's very likely that Lorraine Heath was killed by someone on drugs or trying to steal money in order to buy drugs.

It's not true, however, that you're more secure from random violence on land. Allan and Barbara Sedgwick have been cruising poor countries for four years, and this is what they had to say in the March issue:

"Americans are funny, though, because the first thing they always ask is if we've been afraid. With the exception of Colon — where we were just a little nervous — we've been more concerned for our safety on the streets of American cities."

Stay away from well-known troublespots such as Cumberland Bay and big American cities, and you'll be at extremely low risk of random violence — no matter if you're on land or aboard.

### WE MAKE OUR OWN LUCK, RIGHT?

The folks around Martinez, Benecia, and Vallejo might be interested in what became of *Wanderbird*, the 46-ft ferro-cement sailboat whose hull had been laid up in Oakland back in '80, which later became a Martinez Marina landmark for about a dozen years. My wife and I bought her after seeing an ad in *Latitude* that we'd picked up in Minneapolis. We renamed her *Caajack* after the first initial of each on our kid's names. Not being a superstitious man, I didn't worry about the bad luck some people associate with renaming a boat. Bad luck? Bah! We make our own luck, right? Well, now I'm not so sure.



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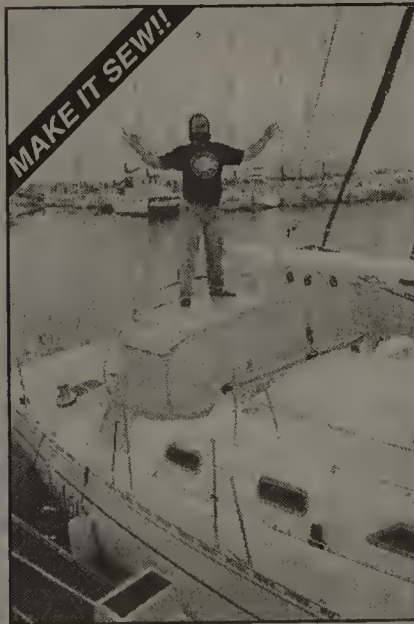
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## LETTERS

After buying the 46-footer, we spent three years in Martinez finishing the interior and installing the rigging. We'd thought it was only going to take six months, but you know how that goes.

By the end of February '95, we had the boat ready for the trip to Alaska, where we'd live aboard. I paid my marina bill in full before the end of the month so as not to be on the marina's billing on the first of March — because back then boats in marinas on March 1 were assessed personal property tax. It turned out that I made the check out for one cent more than we owed — which resulted in our boat being assessed for another full year! With our move to Alaska, we didn't get a notice from the county. So the first time we learned there was a problem was when Contra Costa County sent us a notice of a lien. They finally released the lien without requiring that we pay the tax — but it took eight months!

In any case, we left the Martinez Marina to have the boat hauled at Vallejo for a bottom job and for an insurance survey. On the way to Vallejo, we towed a 25-ft sailboat that belonged to a friend in Alaska. She needed to be hauled and have her bottom done, too. The plan was for the owner to show up the next day, do his bottom job, make the trip to Alaska with us.

There was a nice breeze between Martinez and Benecia, so we decided to put up the sails — which was the first time we'd ever done it on this boat. With the autopilot steering and me sheeting in the fourth sail on our cutter-rigged ketch, I noticed that the boat we were towing was catching up. There was a simple explanation; we'd gone aground! We had to push the 25-footer around us with our foot and then drop all the sails but the mizzen. With the help of the wind and lots of forward and reverse, we finally got back in the channel. But it wasn't over.

Having arrived just outside the Vallejo Marina and having tied the smaller boat alongside, I headed for the center opening in the breakwater. I realized at once that I was in the wrong opening, so I started to turn around. Turning the wheel hard to port, I hit reverse — to discover that I didn't have it anymore! You have to understand that the boat had sat for 15 years collecting corrosion and had never gotten the bugs worked out because it had never been completed.

To make a long story short, I made a 15-foot wide, 35 ton boat — with a small boat tied alongside — fit into an 8-foot wide slot between a huge electrical box on the float, and a glass float house. I only broke four 4x4 railing posts and one pane of glass. Hallelujah! It took 2½ hours of 'planning' before the harbor officials would let us move the boat. We'd gone there to get a survey for insurance, so naturally we didn't have any. The tension was broken later that afternoon when we were filling out paperwork in the marina harbor office. There was loud laughter when I told them what slip number I'd come from at Martinez: B-52.

I repaired the reduction gear, got the bottom work done, and planned one full day of sailing our boat on the Bay before heading to Alaska. We needed the experience, because I'd never even crewed aboard a sailboat bigger than 26 feet. We didn't get the experience, however, because from first light until dark there wasn't more than 20 minutes worth of wind. Even then it only blew 10 knots.

After spending the night on the hook behind Angel Island, we left for Alaska at first light the next morning. Doc, aboard his 25-footer, had left Sausalito an hour ahead of us. When we got outside the Gate, we were met by an ocean I'd never seen in 15 years of commercial fishing. It was not only glassy, I couldn't even detect a trace of a swell.

Our plan was to hop up the coast, anchoring every night if possible. But just a couple of hours into the trip, Doc radioed he was two miles outside the Gate and had snagged a crab pot with his prop. He won't admit it, but I think he just wanted crab for dinner. But we decided we'd tow him.

Our GPSs indicated that we motored at 7½ knots while he motored at 5½ knots — which meant we'd have to do some 'power towing'. We put out 200 feet of 5/8" nylon rope between the boats,

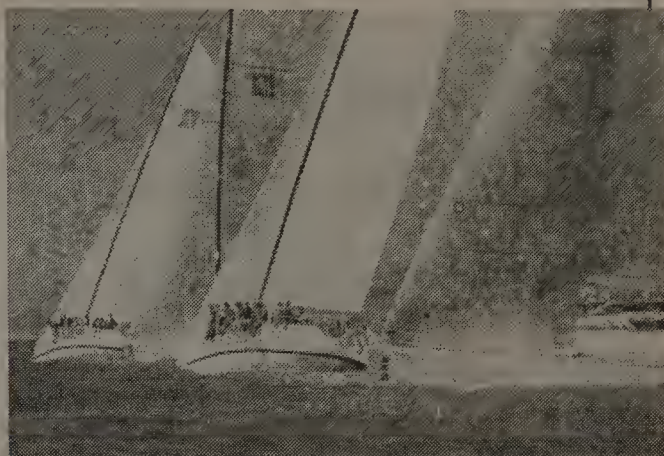


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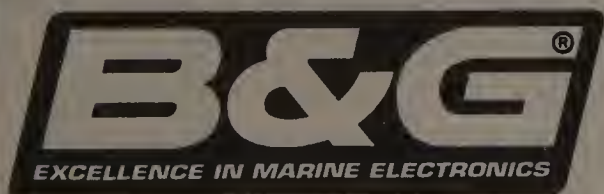
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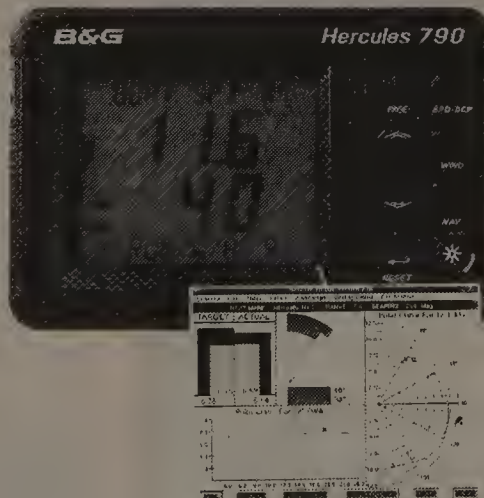
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## LETTERS

and used both our engines. It appeared as though it would be a very long 2,000 miles home.

We'd planned to anchor each night, but with a flat sea and 10 knots from the south predicted for the next morning, we decided to try to make Eureka by the next afternoon. The weather forecast was wrong. Just a couple of hours after dark it was blowing 35 from the northwest with a nasty chop. I'd just gotten to sleep when my wife Sue called me to tell me that the autopilot quit. I hadn't even made it on deck when the engine died. We quickly called Doc so he wouldn't run over us in the dark, then set the sails. Soon I had the diesel running again, so we decided to head for port.

We arrived at Fort Bragg's outer buoy at first light. We went past it, and as we passed the next buoy the engine quit again. It wasn't a good time, as it was half an hour before low tide and there was a fair sea running. I had the main up, and with having only limited sailing experience I wasn't about to enter that small river under sail. So I dropped the hook.

I let 30 fathoms of chain out, which stopped our boat just short of the kelp and rocks. I dropped the main so that the anchor would have a better chance of holding, then scurried below to change the fuel filters. The ebb tide and the northwest sea turned the boat beam to, and rolled from one rail under to the other until I got the engine running again.

When we got ashore, Sue rented a car and took the two kids, ages 3 and 7, and met us at each overnight stop until we got to Port Angeles where she would rejoin the boat for the Inside Passage. We had an uneventful passage to Eureka, where Jacquie, my crew, had her artificial hip go out of joint. That meant the EMTs had to come to the boat, remove her from the galley settee, and take her to the hospital. It was another week before we could get underway again.

Things got better after that — but not much. Doc was on an even tighter schedule than we, because he had babies coming. So he continued on alone. Somewhere along the Oregon coast he decided to have the boat trucked to Seattle and then put on a barge to Alaska. A friend of mine from Montana dropped everything and came to crew for me. He hoped to go all the way to Alaska with us, but because of the other troubles I'm not telling you about, had to leave us at Port Angeles.

It was a fun trip, though, and an experience none of us will ever forget. But nobody should make a trip like this on a schedule, because it makes hard work out of what should be fun.

We arrived in Wrangell, Alaska, on May 6. We lived aboard the boat and took her wherever I worked for the next year. On December 1, 1996, we were living on the beach when a storm came up during the night. *Caajack* got up against a knot on a float log, and it eventually put a hole in her just below the waterline. She sank in 25 feet of water. When she hit the bottom, it cracked the hull around the back of the keel and rudder post.

I re-floated her and fixed all the leaks, but I would never trust her for cruising around the world. So I stripped off all the running and standing rigging, winches and sails, and am selling them in the *Classy Classifieds* this month. I sold the boat as a local liveaboard.

I did get to sail the boat on several occasions, and she sailed very well. I still don't consider myself superstitious — although I'm not so sure I'd change the name of another boat. By the way, our next boat will be steel.

Don and Sue Hull  
On the beach again at Hoquiam, WA

*Don & Sue — That all of you lived — despite violating every rule of the sea and all common sense — makes us wonder if there might not be such things as miracles.*

*What we can't understand is how you could have been a commercial fisherman — on Lake Merritt? — and seemingly had so little respect/fear of the sea. By all means get that steel boat, but please, please, please be more careful in the future.*

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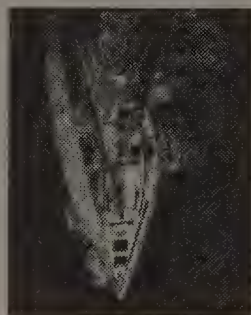


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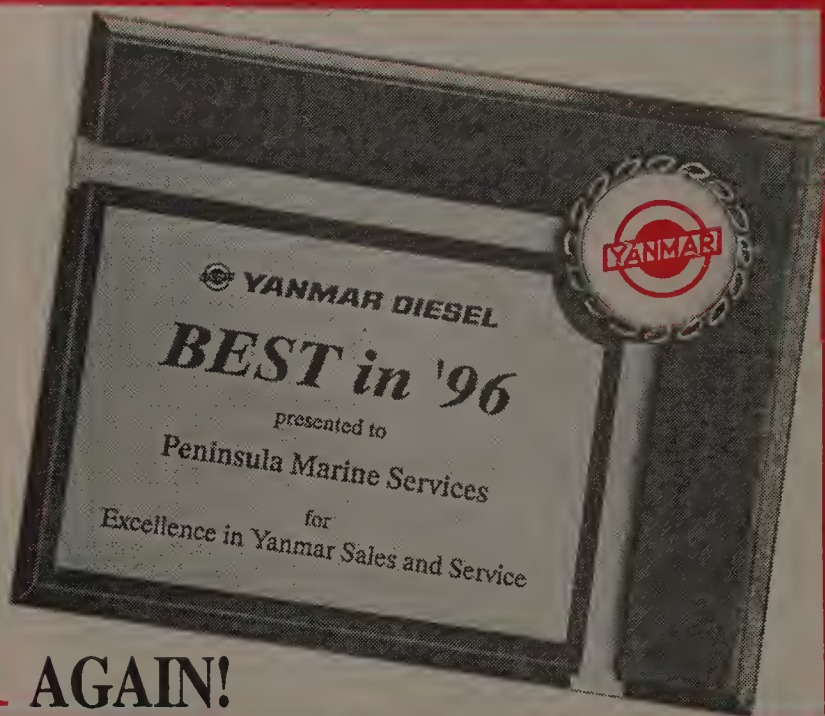
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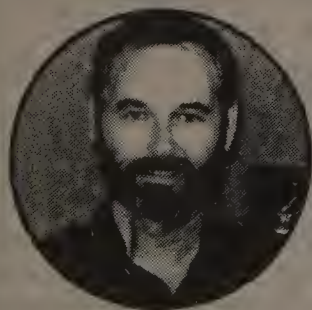
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## LETTERS

### ↓↑A WOMAN CALLED OUT TO US IN BODRUM

Congratulations on your 20 years of publication! We're in our 20th year of boat ownership. We started with a Cal 30, which was our 'training vessel' — and a wonderful boat that introduced us to pleasures such as Delta gunkholing, salmon fishing off of Stinson Beach, and weekend sails to Drake's Bay or Stillwater Cove. Next came our Santana 37, one of Gary Mull's finest designs. We took her everywhere and on a six month trip to Mexico.

We're still on boat number three, Aztec, the Cape North 43 that we've lived aboard for the last 11 years. We bought Aztec in the Med and sailed there for more than six years. Then we sailed to the Caribbean, where we cruised for three more years. After having the boat on the hard this past year, we're once again afloat and preparing for a fall departure for Mexico.

Over the years, we've eagerly read all the *Latitudes* we could get our hands on. Our most unusual acquisition occurred when while at anchor in the harbor at Bodrum, Turkey, when a woman called out and asked if we wanted a copy.

We aim to keep our commitment to 'keep on cruising' as long as is possible — and hope you'll keep on publishing so we'll have your great magazine to read for another 20 years!

Bob and Ginne Towle  
Aztec  
Pt. Richmond

*Readers — Although the Towles are from Mill Valley, we didn't bump into them until one afternoon in English Harbor, Antigua. It was during the course of that pleasant boat visit that we learned the retired architect and his wife had already been out cruising for eight years! The Towles are great folks, and we're looking forward to pulling into a Mexican anchorage later this year and seeing Aztec on the hook.*

### ↓↑A GLITCH IN A SCANNER

Thanks for running my letter clarifying the GPS/UTC time discrepancy, but umm, what on earth is "LJTC?" I suspect a glitch in a scanner or fax machine rendered an 'LJ' from a 'U'.

Judging from the letters I've received in connection with my Garmin manuals, people tackling GPS for the first time are often at the outside edge of their personal technology envelope — and I really hate to see them thrown any unnecessary curves. The worst possibility, of course, is that LJTC might become a third standard.

Roy Kiesling  
Aptos

*Roy — Thanks for catching the error caused by our scanner and/or fax machine — an error that slipped by our proofreaders.*

### ↓↑HE TRADED A HATCHET FOR AN APPLE

Panama Canal line handlers and mule operators were mesmerized and entertained by a sight they'd never witnessed before: a barefoot gypsy sailor juggling hatchets and bowling balls on the bow of his sloop — while transiting the Canal.

As the locks began to fill and his craft began to rise, the juggling gypsy sailor juggled his way aft to steer with his feet — at which time he replaced the hatchet he was juggling with an apple. As the apple rose in sequence, he took a bite — then caught the descending bowling balls!

This continued as his sloop disappeared behind the next series of locks, where the voice of another sailor could be heard from the next lock, calling out his intentions — and directions should he fail at this next attempt.

Who was that juggling gypsy? Ray Jason of the San Francisco-based *Aventura*, of course. Bravo!

Andrew Christie  
Planet Earth

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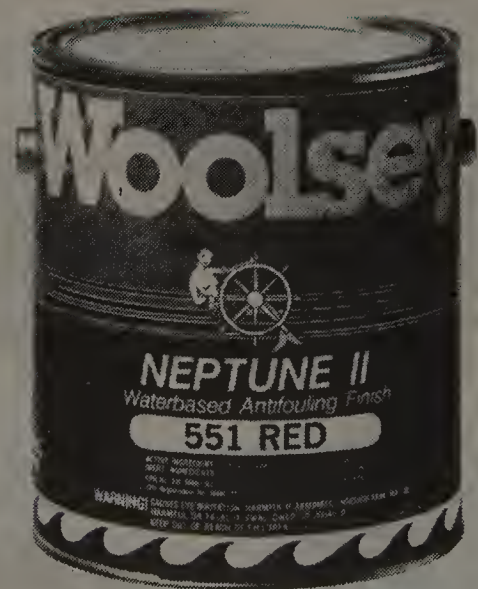


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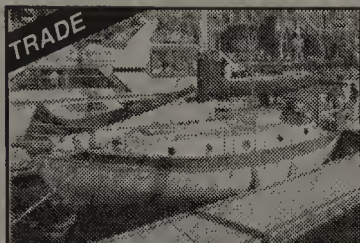


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## LETTERS

### TECHS ARE PEOPLE, TOO

The typical modern cruising boat is well-equipped with complex gear. For some without a technical background, it may be hard to ever become completely familiar with all the gear. Routine maintenance can be even harder, and fixing broken gear almost impossible.

Thanks to dramatic increases in the ability to communicate long distances, it's often feasible for distant cruisers to call the tech back home who installed the gear. In general, service people are quite happy to help. However, there are some things that the cruiser should keep in mind about such support.

First, a service tech makes a living by selling his time. Since most cruisers have lots of free time on their hands, it's easy for them to assume that a tech is in the same situation. A good tech doesn't. A little sensitivity on this issue goes a long way in maintaining an effective rapport with the tech guy who is trying to help.

Second, all communications should be clear, simple and as objective as possible. "It broke — what do I do now?" isn't going to win much cooperation from the tech. If the system has been modified since he last worked on it, you need to tell him that — and describe the modifications in detail. It doesn't matter if you jury-rigged the thing to get you through a particular situation, the tech understands — but he still needs to know about it in order to fix it.

Third, be prepared to go through a diagnostic process of poking here and there, trying this and that, and then clearly reporting what happened. If you give them the opportunity, better techs will walk you through complex procedures over the SSB or by fax — but you must work with them, being patient, thorough, and clear in your responses.

Four, the tech will probably insist on looking for the root cause of a problem rather than a 'quick fix'. If you close down communication once the unit is working again — rather than working with the tech to dig out the root cause — you have only yourself to blame if the unit craps out again.

Five, a tech will probably give some of his time without looking for payment, but please don't expect techs to incur extensive expenses on your behalf. So, if you need the tech to send you parts, please have the courtesy to make provisions for prompt and reasonable payment.

Last but not least, techs are people too. If you teed the guy off thoroughly the last time he did anything for you, it would be unrealistic to expect great cooperation later. The 'customer may always be right', but comments that impugn a tech's position in life or call his integrity into question are not going to win you the kind of support you'll want down the road.

Peter Gray  
Sailworks  
Northern California

### RESTORED HIS SENSE OF REALITY

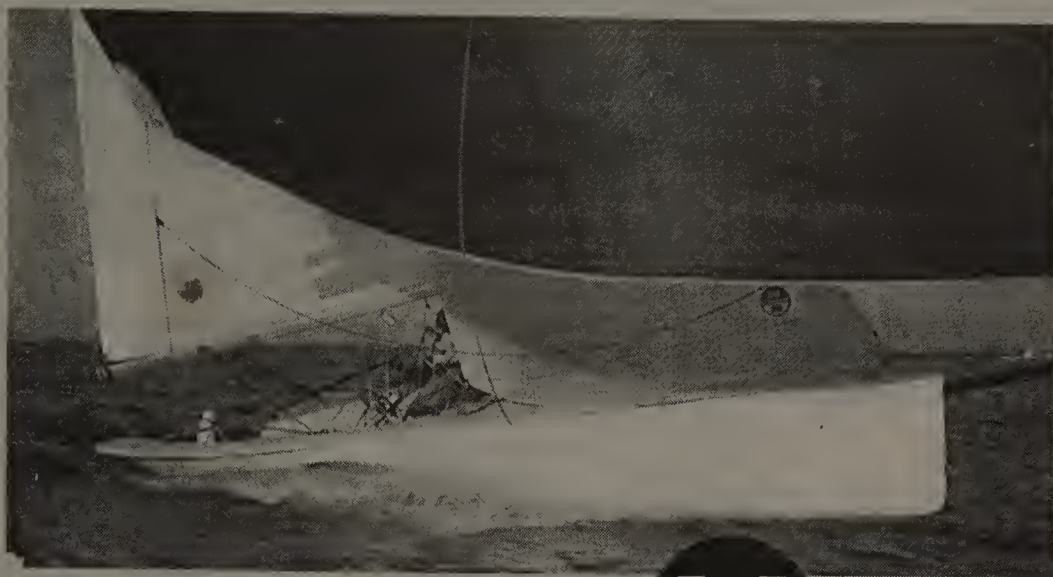
Landlubber insanity pulled a sneak attack recently on my husband. It was painful to watch my best friend spiral down into the eddy of workplace stress — after having so much fun cruising down the Pacific Coast for the past six months. His mind turned from visions of playful dolphins to nightmares of trying to please a newly-placed boss. It upset me so much, that I was even sucked down to a point where I started serious job-hunting. That's scary for someone who hasn't worked on anything but our boat for the past three years!


Then I picked up the *March Latitude* and left it on the main salon table for my sweetie to spy when he came home from 'the pit'. I could see his muscles relax as he slowly leafed through the pages. A mist came to his eyes when he looked up and said, "Thank you, honey. You don't know how much this means to me."

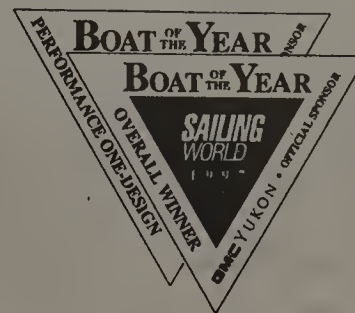
Your 'rag' — as you call it — has restored my guy's sense of reality again. Cruising is real. This hectic landlubber work world is not what we are about. It is only 'for now'. It will soon fade as we prepare to let loose the lines again and continue on with our dream.



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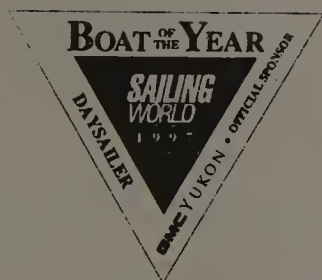
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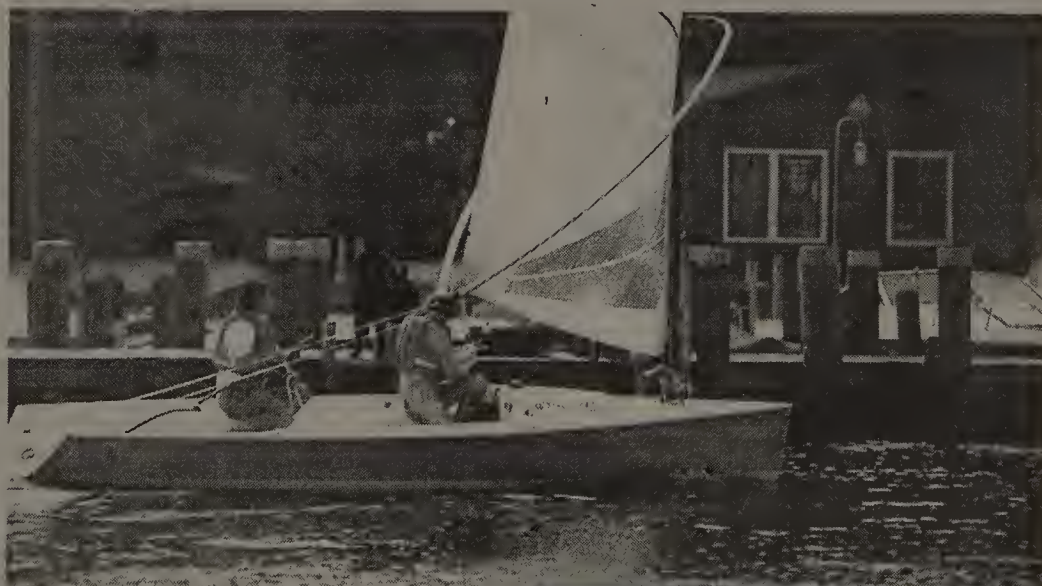


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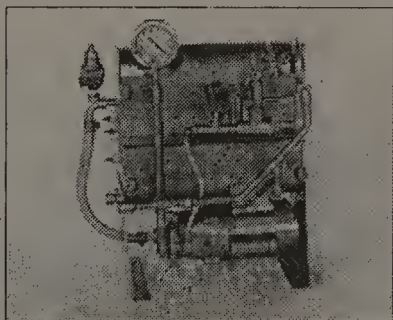


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## LETTERS

Thanks for many years of reality and dream restoration. Our first *Latitude* was given to us by a cruising couple when we mentioned we wanted something bigger than our Aquarius 23. Our Cal 34 is home to us now. She ate our money in the Channel Islands, which is why we're building up the kitty again. If we can follow our plan of being part of the '98 Baja Ha-Ha, the work we're doing now will just be a bend in the road instead of a dead end.

George and Janice Slocum  
Dos Amigos

Temporarily at Channel Islands Marina, Oxnard

George & Janice — Slocum? Hmmm, you wouldn't have a great great grandfather who sailed?

### ↑↓ SOME YAHOO FROM THE ST. FRANCIS

I'm writing in response to the St. Francis YC's decision to make our health and welfare their personal responsibility.

For the past several years *Latitude* has made every effort possible to point out that the government is taking away our freedoms and constitutional rights. Now you seem to be supporting some yahoo from the St. Francis who wants to take away even more rights — and he's not even from the government. I'll bet that if the Coast Guard required everyone to wear a life jacket, you'd be less supportive of the idea.

I personally think that it is the individual boater's responsibility to ensure their own safety, and the safety of their crew. Hey, why not require us to all wear safety harnesses too? How about knee and elbow pads in case we slip during a race? Yeah, that's the ticket!

I salute the St. Francis — with the middle finger of my right hand. You won't be seeing me on the starting line of any of your races this year.

Scott Taylor  
Fins  
Northern California

Scott — We don't totally disagree with the idea of the St. Francis requiring life jackets, but yes, we'd disagree if the Coast Guard required them. The difference? If you don't want to wear a lifejacket, you shouldn't be prohibited from sailing; you just shouldn't necessarily be able sail in every event sponsored by every organization. Especially since there is always an armada of lawyers waiting to sue any organization the minute something unpleasant happens to someone.

### ↑↓ AT LEAST THREE BOATS WENT RIGHT BY

Your fine publication is responsible for the freedom I now enjoy. Until I started reading *Latitude* and bought my first real sailboat — a Rawson 30 — I hadn't realized that the marriage I was in was choking both me and my now ex-wife. My ex and I are now reasonable friends — which is certainly an improvement on before. I get to be a real dad to my kids, and now I live aboard a Perry 47 at Fortmann Marina, which I think is the best in the East Bay.

When I moved onto a boat in '93, it was just my 14-year-old daughter Nila and myself. My three other kids came down every other weekend and half the summer. You would have to know Nila to appreciate her, but she was immediately adopted by other liveaboards and the Alameda YC. She became a member of the yacht club junior program, and received a scholarship for half the cost of an 11-day cruise on the *Californian*. She is now attending UC Davis, and still comes down to crew on friends' boats.

I ramble, but my point is that the sailing community here is something that few landlocked people will ever know. So when I was racing in the Oakland YC Sunday Brunch Series on February 16 and a capsiz occurred, I was really shocked by what happened.

We were well into the race aboard Rui Luis' Cal 9.2 *Williwa* and really moving when one of our crew announced their was a Holder 20

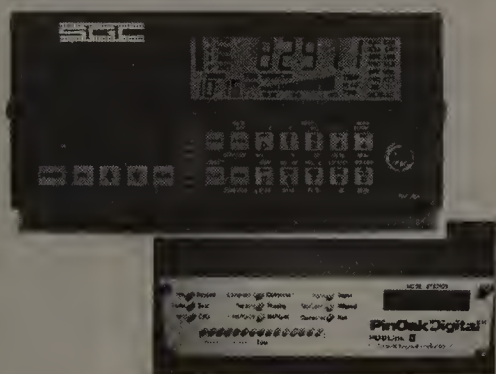


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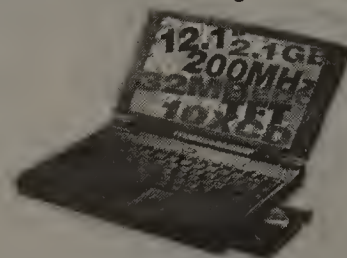
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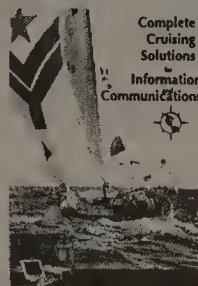
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## LETTERS

on her side. Luis and I were tightening sheets and getting the boat ready for heavier air, so a boat on her side is all that I noticed for a moment. After we got the boat trimmed, Luis looked over and saw that the boat had flipped over completely and was upside down — but nobody was stopping. Luis made the instant decision to drop out of the race and assist — which was the right decision.

I started the engine, and we took care of the sails while we motored over to the boat in distress. As least three boats sailed by the upturned Holder on our way over to her. One of the boats almost ran over the distressed boat's mast, which was now just below the surface as the crew worked to get the boat back on her feet. The only other people who tried to provide assistance were two jet-skiers.

We tried to get the boat upright, but couldn't. We finally took one crewman aboard, gave him warm clothes, and then towed the boat — on her side with the owner standing on the keel — 1½ miles to the dock.

What I can't figure out is why 10 or so members of the fleet went right by instead of providing assistance. The boat was behind us and across the Estuary, but we were the ones that went to her aid. I was disappointed so little attention was given to the capsized boat — which was almost on top of the downwind mark.

I'd like to think that our love for the sea and sailing pulls us sailors together. We all know the sea does not give a damn about us, and that it's our own preparation, skills, and willingness to come to another mariner's aid that keeps us the least bit safe from harm. I am against forcing personal choices, but helping someone in distress is not a personal choice — it's a choice of conscience.

Sam LaVanaway  
La Adriana, Perry 47  
Alameda

*Sam — Was the Holder 20 crew signalling for help? Was there a race committee crash boat in the vicinity? Were there still classes of boats that had to round the mark near the capsize? Was there lots of other boat traffic? How far were they from shore?*

*Certainly all mariners are obligated to come to the aid of a boat in distress, but we don't know enough to decide whether that boat was really in distress. A 20-footer capsized outside the Gate with no other boats around and the crew screaming for help is one thing; a 20-footer capsized in the Estuary near shore on a relatively warm day with the crew not signalling for assistance and lots of boats around is another thing. We weren't there, so we can't make a judgement.*

### WE MOONED YOU AND HAD A GOOD LAUGH

Maybe advancing years make us more sentimental, but when I read about your 20th anniversary it brought back a lot of memories. Since *Latitude* has had a great affect on my life, I thought I'd share a few.

There was a time when getting our picture in *Latitude* was the ultimate in cool — and usually helped with dating for months afterwards. While that's ancient history, I still remember most of those sailing events as if they were yesterday. They were all covered by *Latitude*.

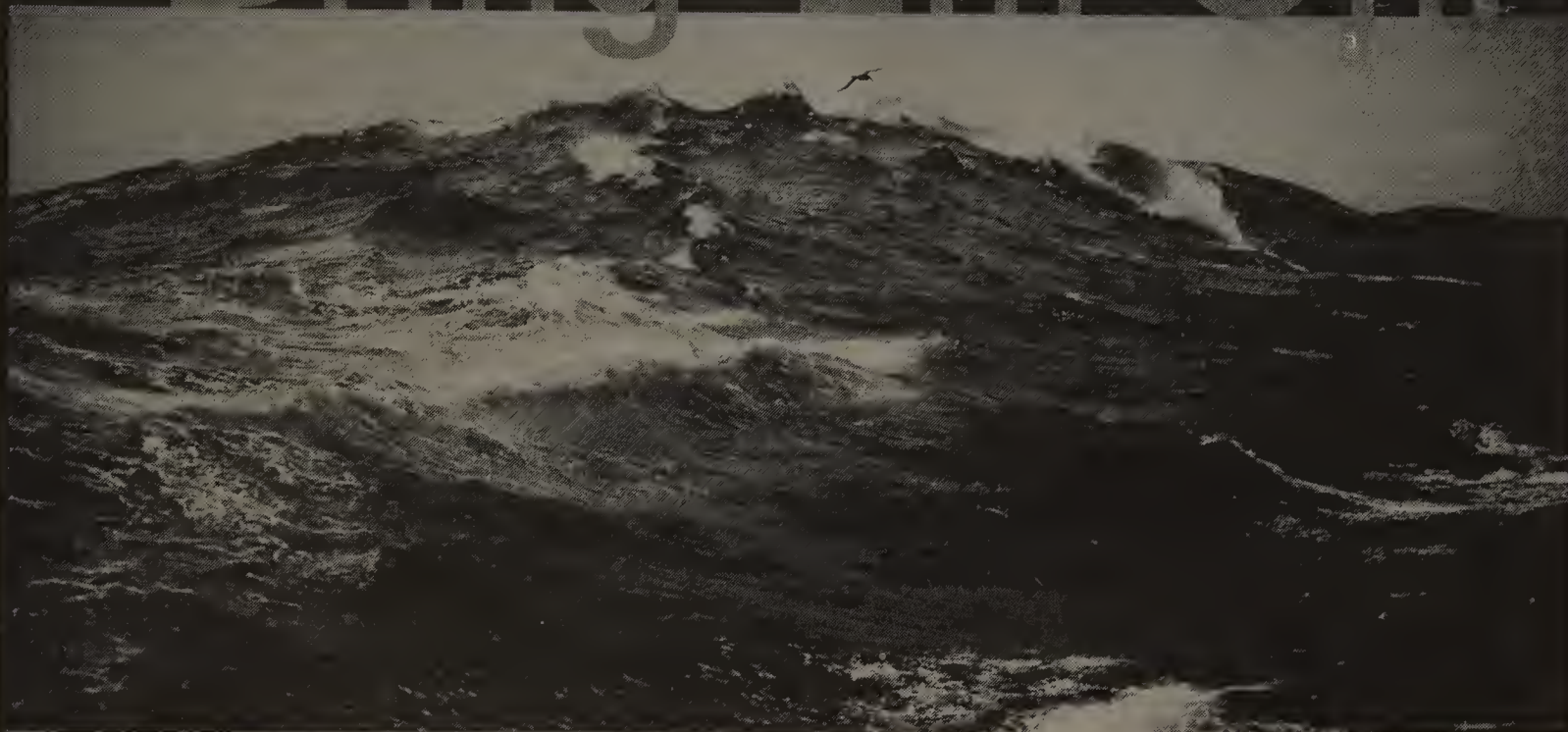
I remember a Cabo race when you were sailing your Freya 39 and we were aboard the Dave Fenix-chartered *Merlin*. You'd started a day or two ahead of us, but we promised to say 'Hello' to you, Gannon, and the rest of the crew if possible. One morning a few days out, we spotted a sail far outside that we thought might be you, so we jibed immediately and sailed 90° off course to see. We proceeded to sail by as fast and as raucously as possible, and with eight of us mooning you we all had a good laugh. Of course, you and Gannon had the last laugh, as you had lovely Rhonda aboard and all we had were guys like Steve Taft and Tad Lacey. It was all males on the serious racing boats back then.

We thought all was forgotten, but sure enough, in the next issue of *Latitude* there we were with the caption that went something like,



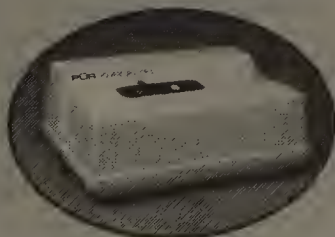
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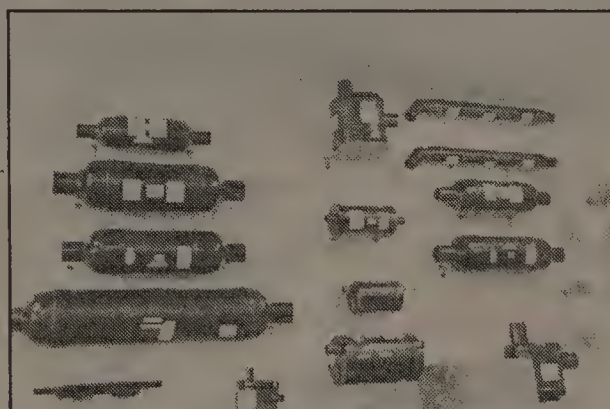
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## LETTERS

"Captain Dave and eight other assholes."

Another incident chronicled by *Latitude* helped me realize how great a woman I had met — and would marry a year later. We'd had been assigned the task of trying to recapture the San Francisco Perpetual Cup from San Diego YC and Dennis Conner. Our crew, with Tom Blackaller as skipper, took *Leading Lady*, a hot boat on the Bay at the time, to San Diego to do battle.

On the way to the race course, we encountered an on-the-water bachelorette party of stewardesses. After a vivid conversation, we knew it would be our day — and sure enough we sailed to victory. On the tow back in, we again encountered the floating party. There was a shrill order from Capt. Blackaller: "Douglas, board that vessel!"

Well, the girls joined us at our celebration at the San Diego YC, and yes, *Latitude* was there to 'show' the Bay Area all the details. We were convinced that the coverage would get us excommunicated by the St. Francis YC and abandoned by our girlfriends — who thought we'd been in just another sailboat race. I'll never forget my now-wife Laurel's reaction upon seeing the story and pictures. She acted as if nothing had happened — and her attitude is why we're still together after 15 years, two kids, a mortgage, car payments, private schools, a dog and the rest of the American catastrophe later.

After our kids were born, I remember taking a break from real life for a spring ocean race. *Latitude's* racing editor Rob Moore was aboard, and during the afternoon on the rail I told the boys what I thought of the family experience. I told them it was a lot like an ocean race in that you never got more than three hours sleep at a time, everything was always wet, and someone was always complaining. Needless to say, I read the story the next month in your magazine.

I could go on and on with stories you guys memorialized for me about my friend Tom, the *Bullfrog*, the Wanker Bothers, SORC, Clipper Cup, Star Worlds, Big Boat Series, hundreds of Bay races, the St. Francis YC, the marine insurance business — and even your first month in business when you came to my little office in Sausalito and we tried to help each other by advertising in your early issues. But little league and swim team practice beckon, and I better make sure the kids are on time.

Thanks, and congratulations on the anniversary!

Doug Holm  
Corte Madera

Doug — We also remember every one of those hilarious incidents as though they happened yesterday. But you forgot one.

It happened during the huge and wild '88 Big Boat Series — the one with Raul Gardini's *Il Moro* and all the rest of that year's great yachts. The evening after one race, we somehow showed up at the St. Francis on a first date with two different women from San Diego — one of whom became our second ex-wife not long ago. Our first ex-wife was there also, and being nice, we promised that sometime during the evening we'd help introduce her to some eligible males.

The next thing we knew, you and some of your sailing buddies were chatting X-1 up. She asked you what a married man such as yourself was doing at such a wild affair, where the sexual energy was so thick you could have stirred it. Your classic response was so appropriate for the occasion — and has brought X-1 and us much laughter over the years: "It's all right for me to be here," you replied, "because you don't have to kill the elephant in order to enjoy going on a safari."

### ⇓ WHERE ARE YOU, VALKYRIEN?

My wife and I got married February 1 on Maui on a private beachfront home, and got to meet Stan Rayner, the owner. When he learned that my wife and I are sailors from San Francisco, he brought us into his house to show us a beautiful picture of his beloved former boat, the elegant *Valkyrien*, sailing beneath the Golden Gate Bridge. As we recall, *Valkyrien* is (was?) a 57-foot wood schooner that had been built in Germany in the '30s.



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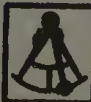
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## LETTERS

Rayner told us fascinating stories of a life lived on or near the sea, including some pretty amazing tales of *Valkyrien's* role as an espionage boat in the '70s when the French were conducting nuclear testing in the South Pacific.

Although he's been everywhere, Rayner talked most about *Valkyrien*, which he'd had to sell several years before because of health problems. Stan would love to hear news of his former boat, which at last report was somewhere in the San Francisco Bay area. We told him that if anyone would know anything about the boat, *Latitude* would.

So if you or anyone else has any news of *Valkyrien's* whereabouts and current status, please write Rayner directly at 7000 Makena Road, Kihei, Hawaii 96753.

John Pazera  
San Francisco

*John — If you had read our Master Mariner coverage in the July '96 issue, you would have seen a photo of Valkyrien and learned that she finished first out of three boats in the Big Schooner division!*

### IT JUST SEEMED LIKE THE RIGHT THING TO DO

For the past 20 years, I've dreamed of cruising. I read the books, walked the docks, and one day ran across a copy of *Latitude 38* sitting on a shelf at Stockdale Marine in Sacramento. Frankly, at first glance the magazine didn't look like much; but what was inside not only fed my dream but made me laugh 'til I cried.

Time went by, the spark of my dream would burn for a while, then smoulder, then burn again. I had a buddy who shared the dream, and we'd take turns reinfecting one another. Then I got married, settled down, and we had a daughter.

One day my wife said, "You know those ads that say, 'New baby forces sale of boat'? We ought to run one that says, 'New baby forces purchase of boat!'" Wow, did I marry a great woman or what?

We never ran the ad, but we did buy a boat. My wife actually chose the boat — and did a great job. In November of '95 she sent me off with the *Baja Ha-Ha*! She and our three-year-old daughter then met me in Cabo, and sailed across the Sea of Cortez and spent 3½ wonderful months of sailing along the coast of mainland Mexico. We left the boat in Mazatlan for the summer, but then went down again to cruise the Sea of Cortez. The highlight of this last trip was when our daughter got to touch a grey whale in Mag Bay!

My buddy who shared the dream with me way back when? My family had the pleasure of anchoring alongside Dave and Sandi's *Phoebe* while in Puerto Escondido. As a matter of fact, you even did an article on them called *Cruising on a Shoestring*.

We probably would have gone cruising without your encouragement — but I don't think we would have left for another year. Thanks.

P.S. I can never thank you enough for putting the *Ha-Ha* together. At the awards party in Cabo last year, I was ashamed of those few participants whining at you about their few minor disappointments. After all, whining was a clear violation of Rule #3! I wanted to file a protest, however, Rule #5 prohibited protests. So I kept my mouth shut and instead bought you those two beers instead. It just seemed like the right thing to do. We love you guys!

Dave Martin (sailing with Nancy and Haley)  
Sunshine  
Fort Bragg

### WITHIN A MONTH WE HAD FOUND A BOAT

We owe *Latitude* and its contributors many thanks that we will never be 'average Joes' working the daily grind and having that ever-popular the-one-with-the-most-toys-wins' mentality. Here's how your magazine changed our lives forever!

When we started reading *Latitude* in '85, we had 12-foot sailboat that we sailed up and down Marina del Rey while dreaming of travel



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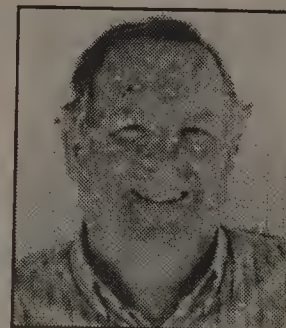
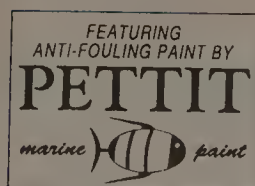
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## LETTERS

to faraway places. At the same time, Orange Coast College was having their Sailing Adventure Series lectures, so we started not only reading about but also hearing tales and seeing slides about sailing adventures in the far corners of the world.

In '86, after we had both graduated from college and worked for a while, we decided we needed to make our adventuring dream a reality. A *Latitude* clutched in his hand, one day Bruce announced that we'd try crewing and see what happened. Within one month — we're not exaggerating about the time — we quit our jobs, rented out our condo, sold everything in a garage sale, and found a boat to crew on. After driving our van to San Diego, we left the keys under the mat for the new owner, then hopped aboard the boat for our first ever overnight sail. Our destination? The Marquesas, just a few — thousand — miles across the ocean. "Oh shit!" I remember when the land disappeared over the horizon behind us.

We had many wonderful, life-changing adventures with the sea and with the people we met along the way. We ended up crewing for three different skippers on three different types of boat, during which time we learned volumes about seamanship and the cruising lifestyle. Two years later, while going through the Panama Canal, we decided we wanted to be on our own, so we land-treked home.

Our conclusions after all that crewing was that we needed to buy a boat of our own and meander the world at our own pace and in our own way. But first things first. Much to the joy of our parents, after 14 years of marriage we had baby girls in '93 and '95. That accomplished, we decided the time was right to purchase a boat — and where better than *Latitude* to find one?

In October of '96, with a newborn and our toddler in tow, it was love at first sight when we spotted a 1986 Australian-built Crowther designed catamaran. A keep-it-simple, no-frills cruising cat, we now have her berthed at Ballena Bay in Alameda. In four years we hope to be a part of the Baja Ha-Ha Class of 2000, and rekindle our old friendship with the sea and the many people we met along our previous journey.

With the pages of *Latitude* fanning the fires, we turned our dream into reality. We're counting on the same thing happening again.

Bruce and April Winship  
Concord

### YOU'LL SEE ALL THIS IN THE MOVIES

We were motoring the Santana 35 Ice Nine from South Beach Harbor to the St. Francis YC on March 9 for the one-design regatta, when we saw a boat drifting off Pier 1. At first we thought the boat was abandoned because her headsails were hanging in the water, but as we drew closer we saw someone in the cockpit. He was throwing things overboard and jerking the tiller around in a haphazard fashion.

On our way over to see if everything was all right, we picked up a couple of lifejackets that we figured he'd accidentally lost. By the time we got within hailing distance, we could see that the boat, an old Farallone Clipper, was sinking! We told him to be sure to put on a lifejacket; he held one up, but refused to put it or any other one on.

We asked him if we could provide any assistance. "I'm a screen-writer," he responded while waving a nearly empty Crown Royal bottle over his head, "you'll see all of this in the movies. It's just that the story is too long . . . it's just too long," he added contemplatively.

We again asked if there was anything we could do, and he suggested that we give him a tow over to "the island" — Yerba Buena? Treasure? Angel? — so that he could crash his boat onto the rocks. That didn't seem to fall under the category of assistance, so we asked him again to please put on his life jacket, and advised him again that his boat was sinking. By this time we noticed he had a rope tied around his waist — apparently he was determined to go down with his ship.

When we asked how deep the water was inside his boat, he responded by saying that his was "the best boat on the Bay", but it had only one winch, the one it came with. He spun the winch a

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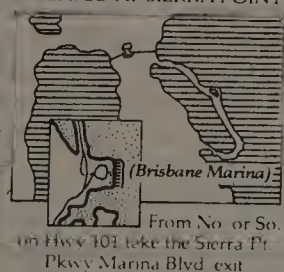
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## LETTERS

couple of times to drive his point home. By that time we'd already called the Coasties to alert them that the guy and his boat were in the process of going down, and that he was having trouble with reality. The guy continued to go on about how his boat was the only thing he had left, and that "they" had taken everything else from him.

Then things really got interesting. After going below for a minute, he returned with a can of gas — and began shouting something about "Valhalla" before asking if we had "a light". My God, this guy sounded like he wanted to give himself a Viking funeral. We again called the Coasties and they reported they were on their way.

The man told us that he "was a flower-child before the hippies ruined everything" and that "we need clean water, we're killing the children!" Then, in a stage whisper, he implored us to "check for lead." We were pleased to see that his prurient interest in Norse mythology had given way to concern for the environment. Nevertheless, he had sunk about 8-10 inches in the 15 or so minutes we were circling him.

Luckily, the Coasties motored up soon thereafter and began negotiating with him. Since he was in the hands of the pros at that point, we continued to the St. Francis. Group San Francisco reported the next day that his boat was saved, and that he was turned over to the San Francisco Police. Valhalla will have to wait.

Chris Luomonen  
Ice Nine, Santana 35  
South Beach

Chris — According to a later report in the Chronicle, the fellow's wife reported that he suffers from manic-depression. We feel for him — and hope that some of the remarkable advances in medicine might help him lead a less anguished life.

As for you guys aboard Ice Nine, it seems you did the cool thing by 'staying in touch' but not getting so close as to precipitate some rash action.

### ⇓A BOTTLE OF FINE BORDEAUX

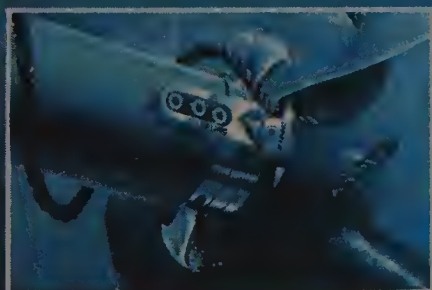
This is in regard to your 'quiz' about the fine yacht *Sayula II* — a photo of which appeared in your last issue. Besides the mundane fact that *Sayula II* was the first winner of the Whitbread Round The World Race, and was the first Mexican yacht to ever win a major ocean race, there is more to this premiere world-girdler than meets the eye. *Sayula II* has a magic table! That's right, a magic table!

The watch system on her record-setting journey featured one whole day off every five days for one member of each watch. On this day off, the two crewmen who were off were responsible for cleanup and dinner dishes. They were also the first men called for sail changes and general on-deck duty. Fortunately for the day off crew, the watches were generally able to deal with just about all of the sail changes without calling for help. Jibing *Sayula's* massive spinnaker was the only time help was summoned from below. Incredibly, the magic table seemed to know this!

At dinnertime, the retiring watch was allowed a glass of wine with their meal. This was fine, and there was always one bottle of wine — generally a fine Bordeaux — in the table. However, after the dinner dishes were cleaned up, the table would produce another bottle of wine seemingly from nowhere. Ramón Carlin, the owner and skipper, would somehow find this wine and share it with the two off duty crewmen — and lively conversation and heated discussions would ensue. Occasionally — when the discussions became particularly heated — the magic table would produce another bottle of fine Bordeaux, apparently as encouragement!

Amazingly enough, the magic table had a mind of its own — as was demonstrated by its clear preference for certain topics. Discussions about women, sail trim, weather conditions for the next few days, girls, navigation, and our competitors were almost always rewarded with another bottle. Topics such as politics, sunburn, bottom blisters, varnish, or the positive merits of the Coast Guard,

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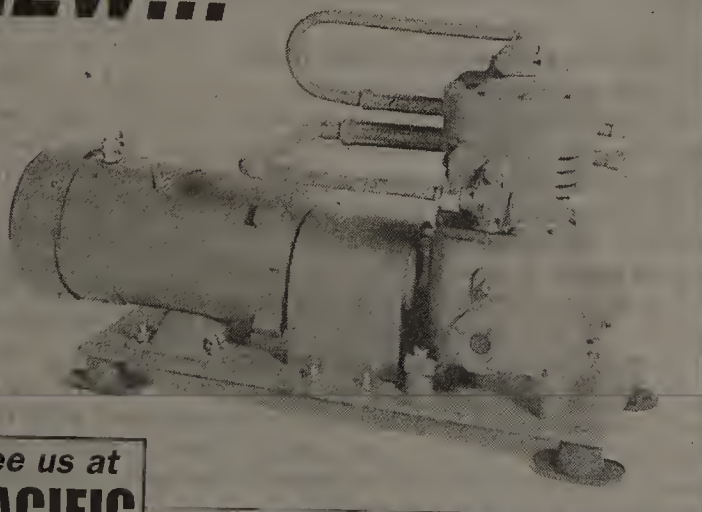


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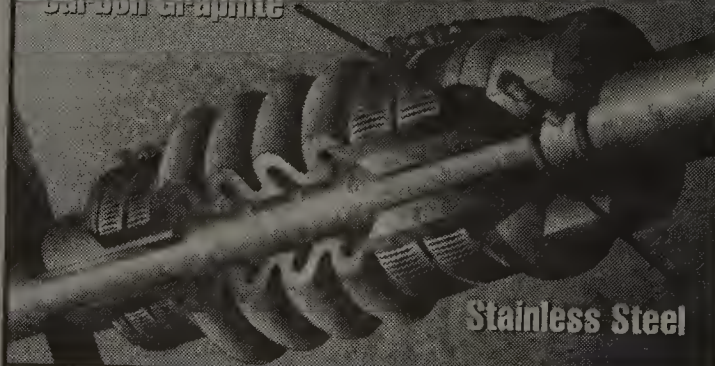


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## LETTERS

however, usually resulted in an early bedtime!

The funny thing was that no matter how hard or often we crewmembers looked, we could never find the wine in the table. But there was always a bottle in there when Ramón looked! And we never did find out where it came from.

'Radar' Ray Conrady from San Francisco, Dave Martin from Seattle, and myself — the three lone Americans in the first race — all raise a toast to *Sayula II*, Ramón Carlin, and the other 10 sailors from all over the world who made up the winning crew.

Keith Lorence  
Seattle

Keith — It makes sense, we suppose, that the one guy out of 13 capable of consistently pulling a fine Bordeaux from a table would be the one to own the *Swan 65*.

### ↓↑UNTIL THE PUBLIC GETS A CLUE

I'd like to respond to Bill Gloege's March letter — the one in which he suggested we campaign to cut the Coast Guard's budget in order to stop 'safety inspections'.

I've owned a Cascade 42 for 12 years, cruised to Mexico, and was in the Coast Guard 25 years ago doing rescue work on the Bay. I can assure you that at that time we in the Coast Guard did our best to be available to help where needed. It never crossed our minds to insult or scare the people we came in contact with, and we never rummaged thru the contents of a vessel. But we did put out fires, pull people out of the water, and rescue sinking boats — and we were always welcome when we arrived.

Gloege has an excellent and obvious idea — but what makes him think that a funding cut will reduce the number of boardings? It seems much more likely that reduced funding would lead to the reduction of navigational aids, Coast Guard stations, or valuable rescue work. It seems very unlikely that we would see a reduction in the number of boardings. After all, we're in the middle of a so-called War on Drugs. This is a far more important political issue than some trivial items like the Constitution or mariners' safety.

We're all going to be pawns in this situation until the whole system collapses — or the general public gets a clue that its money is being spent in such a ridiculous way: namely, to hassle innocent boaters and waste valuable resources while destroying our confidence in the Coast Guard and getting us used to the idea that the Fourth Amendment can be ignored when it gets in the way.

John Roemer  
Redwood City

### ↓↑EVEN ZERO TOLERANCE MAKES SENSE

Sorry, your editorial abuse of the Coast Guard is too far out for me. The more I read, the more I am reminded of the extreme right railing against federal storm troopers in jack boots. Will I next be reading about black helicopters? Or perhaps this is all a United Nations conspiracy to control the seas? It is also interesting that you report with approbation so-called civil disobedience tactics similar to those employed by the extreme left during the 1960's.

Come on, the people of the United States have decided through their elected representatives that there will be a war on drugs. The Coast Guard has an obvious part to play in that. Even Zero Tolerance makes sense as a means to reduce demand. If you want to change that policy, fine. I think a case can be made for legalizing narcotics, controlling and taxing sales just like tobacco and alcohol. But until that case is made, accepted, and enacted into law, stop whining about enforcement of the laws we have.

And to paraphrase another cliché of the '60s, if you don't like the Coast Guard, next time you're in trouble call a recreational boater.

Charles Warren  
San Francisco

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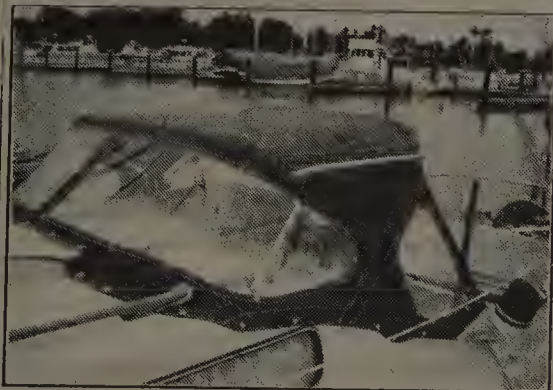
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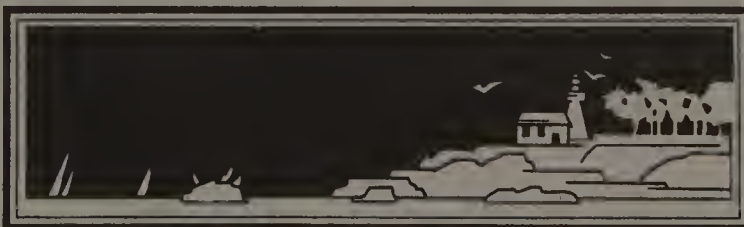
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## LETTERS

Charles — The individual people of the United States didn't "decide" there would be a war on drugs, rather it was a matter of frustrated public policy getting huge support from the various special interest groups that would profit from it. Republican politicians support it because it benefits many business interests; Democratic politicians support it because it added another layer of bureaucracy and provides lots of jobs. The only people getting screwed are taxpayers, who are footing the bill for a war that's as expensive as it is ineffective, and can never be won.

Wouldn't either of the two alternatives make more sense? 1) Quit the expensive charade — is there anyone who can't get all the drugs they want? — by legalizing drugs. 2) Hire Fidel Castro as a confirmed expert on how to actually win such a war. (Castro's method was simple; he didn't get rid of Fourth Amendment rights for just a few recreational mariners, he got rid of them for everybody. The warrantless searches made busting people as easy as ringing a bell. Once busted, Castro's courts handed down sentences that have proved to be a genuine deterrent. No matter if they were a beloved comrade from the early days of the Revolution, if they dabbled with drug smuggling they were either executed or left in prisons for decades.)

If Zero Tolerance appeals to you, you'll probably go for Option Two. As for us, we'll take Option One.

### THE COAST GUARD BLEW IT

After reading the Awaiting Authorization From the Embassy letter in the March issue and your response, I'd like to make some comments.

The message we heard from Rhea of Hope was: "Mayday relay, Mayday relay, Mayday relay; the vessel Dragon Wind is aground and breaking up, position \_\_\_\_." We later also heard that there were two people aboard and that their batteries were failing. If this was not a distress call, what is?!

No, I do not expect the Coast Guard to come steaming out of the night. However, I do expect them to pass the information to the rescue co-ordination center, and then be told if they were able to reach the Panamanian Coast Guard or another vessel for rescue.

I do not expect — after two hours — for them to ask a yacht in Panama if they could use a pay phone to call the Panamanian Coast Guard. Or, after this same length of time, ask for confirmation that Dragon Wind is a U.S. registered yacht.

I have the highest respect for the U.S. Coast Guard, but in this case I must agree with the yacht Makini: the Coast Guard blew it big time.

Chris Way-Nee  
 Klee Wyck II  
 Mexico / South Pacific

Chris — There's a gray area that blurs the distinction between a 'Mayday', which is defined as "being threatened by grave and imminent danger, and requesting immediate assistance" — and a PAN-PAN or Urgent Call, "which indicates that the calling station has a very urgent message to transmit concerning the safety of a ship or person(s)." If the situation was as you describe — Rhea of Hope had gone aground and was breaking up — it was not, in our opinion, a true Mayday situation. Why? First, there was no indication that any lives were in danger. Second, no amount of assistance could have helped save a boat that was already on the beach and breaking up.

Our sympathy goes out to the couple who were aboard Rhea of Hope and, given the predicament they were in, we'd never think of criticizing them for broadcasting a Mayday. But by the time their boat was on the beach, we think it had gone from a Mayday to a salvage situation. Most of all, we'd hate for cruisers and potential cruisers to get the impression that the Coast Guard is going to coordinate salvage efforts every time a boat goes on a beach in some distant Third World country — because they're not.



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## LETTERS

Whether the Coast Guard did the right thing by keeping everyone in the dark for two hours is a more complex question. The Coast Guard doesn't always report bad news to those in distress because it lessens their chances of survival. But that doesn't seem to apply here. Then too, the Coast Guard might not have had any idea of what was going on in Panama either. Authorities of the overwhelming number of Third World countries couldn't care less if an American yacht washes up on one of their distant beaches, so their response to a U.S. Coast Guard request for assistance might be lukewarm, sluggish, or non-existent. At other times, the Coast Guard will withhold broadcasting information to the general public to prevent the 'telephone effect' and disinformation from being disseminated. It seems there was plenty of disinformation and confusion in this situation as it was.

In hindsight, it seems that the Coast Guard should have informed those monitoring the situation that the Rhea of Hope crew should not expect any immediate assistance. It would have eliminated some false hope. As a general rule, however, we think it's most prudent if all mariners assume that they'll never receive any outside assistance.

### ⇓⇑KEEP BOATS ON THE COVER

I came to the Bay Area in '76, and have been reading your magazine for as long as I can remember. I always remember boats being on the cover — except for one or two times. In my opinion you guys screwed up last month. You should have featured the Coast Guard 44-footer from page 103 on the cover. It's a much more dramatic and interesting photo — and it might have helped us make some friends with the Coast Guard.

Tom Hughes  
Half Moon Bay

### ⇓⇑RETRACTION REQUESTED

In my previous letter I suggested that you should always have a photo of a boat on the cover. I still think it's a good suggestion. I also encouraged a more positive attitude toward the Coast Guard, and suggested that you put a photo of their 44-footer on your cover. Having read the March issue, I was appalled by the Coast Guard's behavior. Those guys used to be my heroes but sadly aren't any more. I agree that their budget ought to be cut.

Tom Hughes  
Half Moon Bay

Tom — There were several references to the Coast Guard in the March issue. It would have helped if you'd specified which one it was that caused you to be appalled.

### ⇓⇑MY ENTIRE FAMILY FOUGHT TO DEFEND IT

I sent the following letter to the Supreme Court of the United States — as well as copies to both of California's senators.

"Your Honors: I respectfully request you reconsider your previous decision allowing the U.S. Coast Guard to stop and search private recreational boaters while they are in inland waters of the United States without provocation and without the protection of due process.

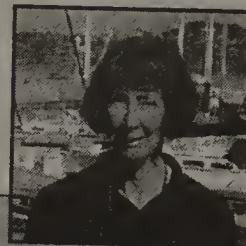
"Allow me to introduce myself and establish a basis from which I may address your Honors. I am 76 years old, come from a family whose grandfather, father, uncles, and cousins fought through World War I, World War II, and Korea to protect and defend the Constitution of the United States and to preserve the American way of life. My U.S. Naval commission is dated July 1942. I served in the U.S. Merchant Marine up to and including master. I served on active duty in the U.S. Navy and retired from it in 1967. Subsequent to my Naval service, I was employed in the maritime industry in vessel operations during the Viet Nam fiasco. I retired from active employment in 1986. Most of my entire adult life has been in the service of my country and in the defense of our Constitution. I believe my background is sufficient to allow me to address your Honors.



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# LETTERS

"Your decision to allow spurious searches of recreation boaters without reasonable cause at the whim of the Coast Guard has denied the protection afforded our citizenry by our Constitution and its attendant bills against unreasonable search without reasonable cause. When an essential part of our Constitution can be nullified at the stroke of a pen, what is next? Spurious entry into our homes? Our persons? Our Constitution and attendant Bill of Rights forms the basis of our form of Government and to which the citizenry looks for protection.

"Such an aggravated, flagrant abuse of power has enraged the boating public as nothing in my memory has. Our judicial system has reverted from basic English Law to the Napoleonic Code. The boating public is obviously presumed guilty and is therefore subject to search on sight without benefit of due process of law; no search warrant.

"It is recognized that the intent of these searches is the interdiction of drugs. However, the amount of drugs seized from say, the boating public in New York Bay, Long Island Sound, San Francisco Bay, or Puget Sound on any given weekend, for example, is at best minuscule. Certainly we have not been made aware of any having been found. These searches have unfortunately degenerated into pure harassment.

"By copy of this letter to my elected representatives in Congress, I request they vigorously enact legislation that will relieve the boating public from this intolerable situation.

"By copy of this letter to the editor of *Latitude 38*, I request he vigorously encourage his readers to initiate letters to their appropriate legislative representatives expressing their feelings on this subject.

"Your courtesy in receiving this letter is very much appreciated. The intent of the letter is to illuminate an injustice to a portion of our citizenry whose recreation is in boating and who are being denied their constitutional right to the freedom from unreasonable search without reasonable cause. Your attention to this matter is earnestly requested."

Seth Hargrave  
Pleasant Grove

*Seth — That's telling 'em!*

## ↓↑ OPENED FIRE ON A HELICOPTER

You folks need to get a grip — that's not spelled 'gripe' — on this Coast Guard thing. The integrity of your magazine is being undermined by hot-headed responses to this issue.

For example, any idiot who opened fire on an unidentified helicopter off the coast of a Third World country — as was suggested in your March issue — had better pray he's shooting at an American Coast Guard craft.

Stop beating up the king's messengers. Put both oars in the water and get some advice on how to mount an effective political campaign to get the law changed. Then use your mag to accomplish that end.

Harold Wood  
Portland, Oregon

Harold — Other governments don't engage in such aggression against civilians on the high seas, so a person firing a flare in front of an unidentified helicopter would know the craft was American.

## ↓↑ MAPS OF THE AREAS CRUISERS WRITE ABOUT

Hooray — we finally get maps of the areas cruisers write about in *Changes*! But I had a hard time getting the kids to accept the location of Singapore. Heck, even I didn't know it was in the Sea of Cortez.

Tom McCall  
Los Gatos

Tom — Maps of the Sea of Cortez are so similar that the Wanderer figured his would be more interesting if he added a large Asian city — another example of why we shouldn't believe everything we read.

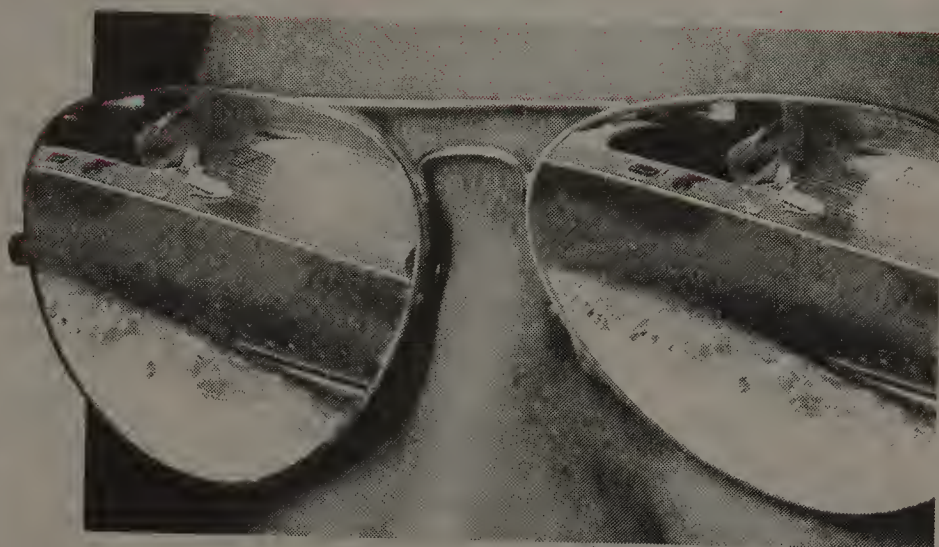
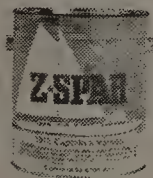


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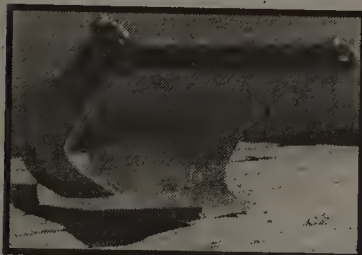
Boat reflection courtesy of Hacker Boat Co., Inc.

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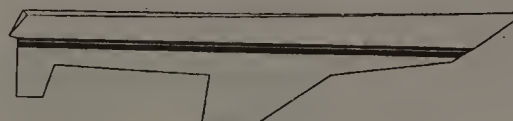
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Billy Black photo

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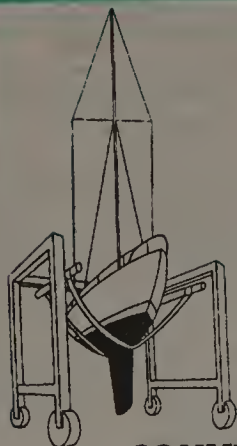
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## LOOSE LIPS

The song remains the same.

Who needs another yachting publication? After all, *Yachting*, *Sea, Sail, Sailing*, *Pacific Skipper*, *Cruising World*, *Motorboating*, *Rudder* and *Bay and Delta Yachtsman* are published every month.

We think the Northern California sailor needs one. We have the crazy idea that the more we're informed about sailing our magnificent waters, the more we'll enjoy the sailboats we own. We have found that other publications don't provide adequate Northern California sailing coverage, because they are primarily directed to other sailing areas and/or other forms of marine recreation.

We feel the Northern California sailor deserves better, and we're going to try to give it to you. Free. We hope you'll like it, and that it might make your sailing a little more enjoyable.

If you'd like, there are two ways you can help us. The first is to share your news, information, stories, opinions, lies and photographs with us, so that we may share them with the rest of the Northern California sailing community. We'll pay you as well as we can.

The second way you may help us is by telling our advertisers that you saw their ad in *Latitude 38*. A mere mention of our name will help us in our efforts to keep you informed and amused.

We can't promise you the greatest sailing publication because we are neither the greatest sailors nor the greatest publishers. We can promise you we'll try to make *Latitude 38* interesting, different and sometimes funny.

*Latitude 38* will be distributed on the 15th of each month. Look for it at boat dealers, chandleries, sailmakers, marinas and wherever sailors gather between Monterey and the Delta. *Latitude 38* is free, but a subscription form is included in this issue if you wish to have a copy sent to your home.

We hope you enjoy reading *Latitude 38* as much as we enjoy putting it together.

— editorial from Volume 1, April, 1977

### Remembering Kirt.

One of the coolest 'pickle dishes' on the Bay is the Kirt Brooks Memorial Trophy, which annually goes to the winner of the BYC-

MYCO Midwinter Champion of Champions. Brooks, for those readers too young to remember, was a tireless volunteer who more or less invented this popular series, among other contributions. Kirt passed away in 1992, but not before his buddies presented him with this unique caricature. "He claimed to hate it," noted MYCO's Bob Gray. "Although secretly, I think he was rather amused by it."



Haydon Stapleton and Little Kirt.

Kim Desenberg won the trophy this year, sailing his veteran Wabbit Mr. McGregor.

No, this isn't Kim posing with the trophy — it's Haydon Stapleton, 15-month-old son of Karen and Tim Stapleton, who sailed their Ranger 23 *Chaos* in the championship shoot-out. The Stapletons had more than a passing interest in the trophy: "Kirt was a great guy," said Tim. "He also happened to be Karen's uncle, so he and Haydon are somehow related. It's too bad they never got to know each other."



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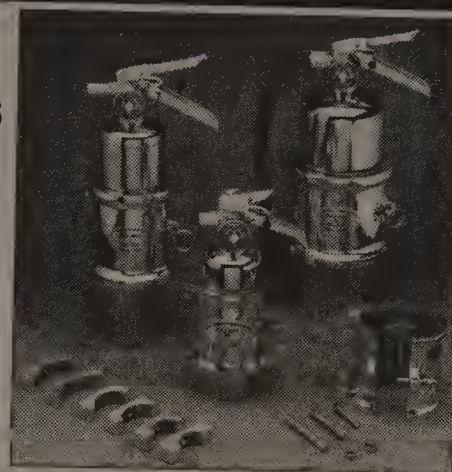
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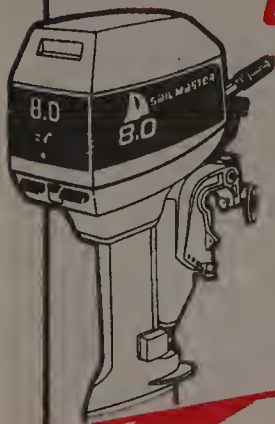
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## LOOSE LIPS

Some like it high.

We wanted you to have evidence of our recent VIP visit. I learned prior to the Saturday, March 8, net that Jim Whittaker and his wife



Jim Whittaker and Dianne Roberts.

and two sons were in town on *Impossible*, their 53-ft steel ketch. Jim gained fame as the first American (and fifth person ever) to reach the top of Mount Everest. (See *Sightings*, November '96.)

Phil hoped that *Impossible* would come on the net with a 'good morning'. He did, and the trap was set: he was sincerely welcomed and 'volunteered' to be 'Name of the Day.' That in itself was very entertaining. Then I asked if he had any video of the 1963 climb. Yes, he said, he did — plus one of the famously successful 1990 Peace Climb that he organized and led with Russian, Chinese and American teams.

The spellbinding videos were shown at the Broken Surfboard that night. After being interviewed by the local press, Jim gave a talk on his many adventures.

Jim, his wife Dianne Roberts and sons Joss and Lief sailed off for PV on March 12. In their travels, they intend to revisit all Jim's sherpa friends as well as the Mt. Everest base camp.

— phil and lucina

Oh no, my boat! Someone got it wet!

On the heels of an ordinance to ban two-cycle engines (and therefore — what a coincidence — jet skis) from Lake Tahoe comes proposed legislation from Southern California to impose two new operational restrictions on motor vessels, including 'personal watercraft'. Check it out:

"... the intentional operation of a motor vessel in a manner that results in the vessel jumping suddenly out of the water and becoming airborne or in a manner that results in a person or another vessel being sprayed by airborne water constitute a prima facie violation of this subsection."

Under other provisions of the law, a violation would be punishable by a maximum \$1,000 fine, six months in jail, or both.

In a somewhat related move, a bill before the state legislature would require that operators of motorboats obtain DMV licenses, pass a test and be at least 12 years old — yet another oblique pot shot at PWCs. Recreational Boaters of California, our very effective governmental watchdog organization, is doing everything it can to oppose SB-545. "RBOC believes that effectively educating boaters is the key to safety on the state's waterways," said RBOC President George Neill.



## Certified Courses

### ASA: Women Teaching Women

Have you been looking for just the right situation to learn to sail? Obtain three ASA certifications: Basic Keelboat, Basic Coastal Cruising and Bareboat Charter. The first two qualifies you to skipper up to 32' sailboats. The third qualifies you to 45' sailboats. The lead instructor is Mary Swift who has just become the first women ASA Instructor Evaluator in the country!

- July 21-25 (Mon-Fri, 8hrs/day) \$745
- July 25-27 (Fri-Sun liveaboard) ASA Bareboat Charter and Nightsailing on a 40' plus sailboat with 4 women students, \$625
- Both courses \$1295

### ASA Basic Coastal Cruising Learn to Skipper Course

All instruction on 28'-32' sailboats with diesel engines and wheel steering. Learn to safely sail and skipper 32' sailboats. Emphasis on sailing as skipper, docking and maneuvering under power, crew overboard recovery and anchoring. Limit of 4 students.

- Basic Sailing: One Weekend, \$285
  - Five days (M-F) or Three weekends, \$745
- Classes starting every week and every weekend.

### ASA Bareboat Charter and Night Sailing

This 3-day, 2-night intensive course begins with extensive docking under power on a 40'+ sailboat. Boat systems, anchoring, emergency procedures, advanced sailing techniques, crew overboard recovery methods, and navigation are covered. Limit of 4 students. \$625  
New classes beginning April 11, May 16, June 27

### ASA Coastal Navigation

Taught by Capt. JT Meade in the classroom. Includes bearings, fixes, set & drift, aids to navigation, GPS, dead reckoning and much more, \$185. Sat. & Sun. May 3, 4 & 10. 9-5pm.

### ASA Advanced Coastal Cruising

SF to Drakes Bay, the Farallones and Half Moon Bay. This course integrates a wide range of sailing and navigating techniques on a 42' to 45' sailboat in the ocean. Limit of 4 students, \$795  
New classes beginning April 17, June 12



## Sailing Club Information

The Sausalito Sailing Club here at MSA is a great way to charter quality boats from 28-45'. Our low ratio of members to boats means that availability is very good. Our fleet includes:

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Plus many more quality sailboats. With memberships as low as \$12/month, it represents the best sailing value on the Bay. Call the office for more information.

## Land Based Education

### Introduction to SSB & HF Radio

Single sideband and amateur HF radio (ham) for cruisers; an overview of these key communication strategies and coming technologies. \$35  
Sun. April 13, 1-5 pm

### Medical Preparations at Sea

This one day intensive course covers patient assessment, rescue breathing, vital signs, shock, chest pain, seizures, principles of bandaging, splinting and many other common outdoor emergencies. This course focuses on key strategies that can be implemented far from hospitals, using basic medical gear.

- Sun. May 11, 9am -5pm. \$65-call for details

## Sailing Education

### Ocean Sail to the Farallones

Sail out the Gate for a blast to the Farallon Islands, 26 miles offshore. We cover many offshore techniques, coastal navigation, GPS, etc. during this full day ocean experience.

\$185.00. April 13, May 18, June 21.

### Radar Practical

Eight hour course on 40' sailboat. We will go 2-3 miles out into the ocean and repeatedly come in and return under the Golden Gate Bridge. Each student navigates by radar from down below with windows taped to simulate "flying blind."

April 26 & May 24. 9-5, \$165

### Advanced Sailing Practice

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### Get Ready for The Transpac

#### Spinnaker One

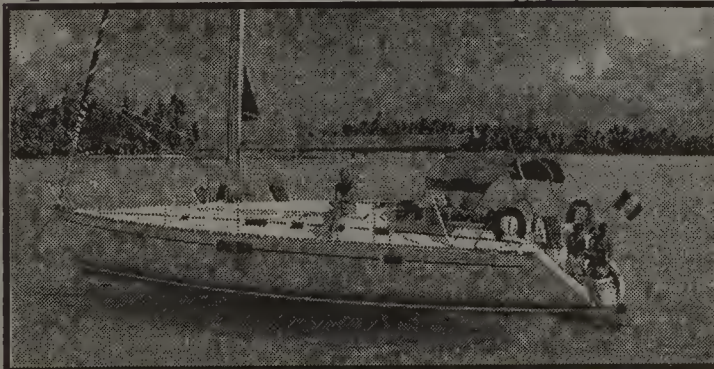
Learn the basic principles and safety procedures of handling light air sails, spinnakers and spinnaker poles.

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#### Spinnaker Two

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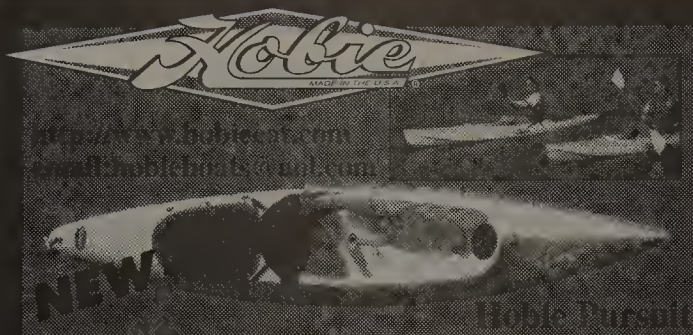


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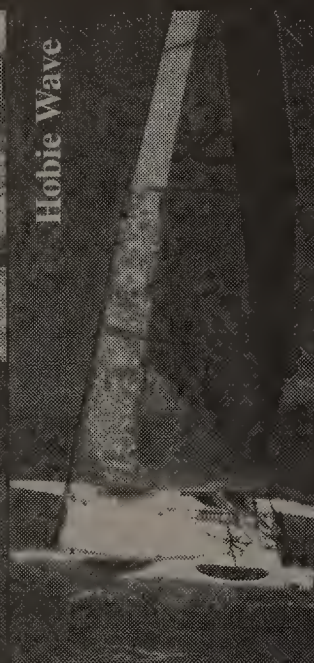
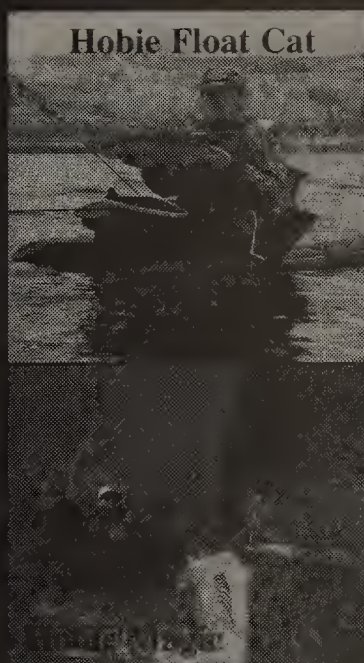
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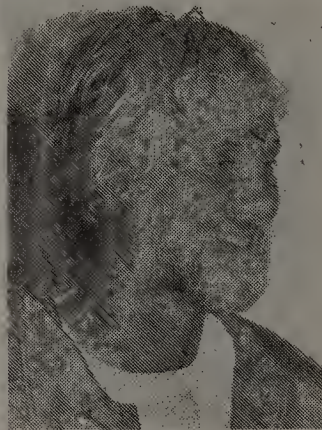
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## LOOSE LIPS

A good man gone.

We're sorry to report that Lars Bergstrom was killed when a small airplane he co-designed crashed near his home in Sarasota, Florida, in early March. He was 62.



Lars Bergstrom.

Bergstrom's accomplishments in the world of sailing were many. An aeronautical engineer by training, the Swedish-born sailor/inventor was known as designer or co-designer of a number of boats, including such diverse BOC competitors as Robin Davie's 1973-built 40-footer *Cornwall* and the Class I 60-footer *Hunter's Child* — both of which participated in the last BOC. Aboard *Thursday's Child*, another BOC 60 he co-designed (with Sven Ridder), Bergstrom, Warren Luhrs and crewman Courtney Hazelton sailed into history when they beat *Flying Cloud's* clipper ship record from New York to San Francisco in 1989.

But perhaps Bergstrom's most enduring legacy in the sailing world is evident every time a sailor looks to his masthead for wind direction — Lars invented the ubiquitous Windex.

His most enduring legacy as a man will be long remembered by those who knew him, ourselves included. Always smiling, always positive, his mind ever alert and open, his demeanor always exuding positive energy — everything about Lars was genuine and admirable. You couldn't help but like the guy from the first. Awe and respect came soon after. Fair winds, Lars. You will be missed.

### Coast guard survivorship fund.

While we have strived over the years to call 'em like we see them on such issues as Coast Guard safety inspections, we have never wavered in our support for Coast Guard in their main mission — risking their lives to save mariners in trouble.

Last month, three Coast Guardsmen died in that pursuit. During a mission in hellish weather to save two people in trouble on a sailboat off La Push, Washington, a 44-ft motorlifeboat capsized several times, sending its crew into the frigid water of the bar at Quillayute River. A helicopter eventually hoisted the sailboaters to safety moments before their craft was smashed on the rocks, but it was already too late for three of the four crew aboard MLB 44363. Dead are Bosun's Mate David Bosley, 36, Machinery Tech Matthew Schlimme, 24 and Seaman Clinton Miniken, 22. The lone survivor of the ordeal is Seaman Apprentice Benjamin Wingo, 19, who was found washed ashore with only minor cuts and a broken nose. The exact cause of the accident — the first fatalities in the 35-year history of the 44s — is still under investigation.

A memorial fund has been set up for the family members of the three crew who gave their all. *Latitude* has made a donation to it, and hope you can find a few extra dollars to do the same. Contributions can be sent to:

**MLB 44363 Survivorship Fund**  
**P.O. Box 632**  
**Port Angeles, WA 98362-0113**

We will also be accepting donations for this fund at our booth at Sail Expo (April 24-28 at Jack London Square). We will match up to \$100 a day in donations made at the show, and each person donating \$100 or more will get a free *Latitude 38* 20th Anniversary Commemorative T-shirt.

### Industry shakeout.

In late March, Vanguard Racing Sailboats of Bristol, RI, purchased the Laser and Sunfish brands from Sunfish/Laser, Inc., located in





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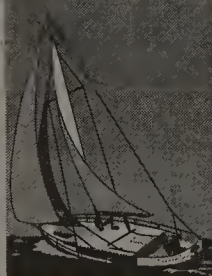
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## LOOSE LIPS

nearby Portsmouth, RI. Also included in the shopping spree were the assets and selling rights to the Zuma, the new 49er and Lange Optimist dinghies. Vanguard, now the dominant dinghy manufacturer in the country, also produces Vanguard Prams, Vanguard Winner Optimists, Club 420s, Club Juniors, Vanguard 15s and the Olympic 470. Meanwhile, Sunfish/Laser, Inc., has been renamed Escape Sailboat Corporation, and will concentrate on the entry-level market with their Escape and Expedition models.

Ever wonder why so many sailboat manufacturers are concentrated in Rhode Island? One reason is, in an effort to bring jobs into their otherwise depressed economy, the tiny state no longer collects sales tax on boats built and sold within its borders.

And speaking of size. . .

Next time there's a lull in the rail conversation on that long beat to windward, stump your sailing buddies with this one: Can you name the 10 states with the greatest length of general coastline?

Not surprisingly, Alaska is first with a whopping 6,640 miles. Florida weighs in at second with 1,350 miles, followed by California at 840 miles. Hawaii, at 750 miles, is next. The rest are Lilliputian by comparison: 5) Louisiana, 397; 6) Texas, 367; 7) North Carolina, 301; 8) Oregon, 296; 9) Maine, 228; and Massachusetts, a mere 192 miles.

Our source for this pop quiz was Peter Spectre's entertaining 1994 *Mariner's Book of Days*. If it's wrong, blame him!

Software and sailboats.

"Microsoft has it. Coca-Cola wants it. Building materials maker Owens-Corning has been installing it for two years at a cost of \$100 million. General Motors is thinking about getting it and could spend 10 times that much. It's R/3, a complex software system from the German company SAP AG that ties together and automates the basic processes of business: taking orders, checking credit, verifying payments, balancing the books. Never run into it? Odds are you will soon. SAP's R/3 is becoming the new standard equipment of global big business.

"This is all the more remarkable because installing R/3 is the corporate equivalent of a root canal. Companies must play host to armies of consultants who sometimes charge as much as five times what the software itself costs and can stay on the job for years. Then there is the human factor. Because R/3 is so complicated, it's usually cheaper for companies to change the way their people work than to change the way the system works. But some of the biggest U.S. businesses are lining up to join the nearly 7,000 companies already using R/3. Among them are IBM and oil giant Chevron, which estimates its \$100 million R/3 investment will pay back \$50 million a year in cost savings. Microsoft puts its annual savings at \$18 million.

"SAP" has mushroomed into the world's fourth largest software company behind Microsoft, Oracle, and Computer Associates International."

What's all this pretty much verbatim copy from the March 14 *Wall Street Journal* article by Joseph White, Don Clark, and Silvia Ascarelli have to do with sailing? We think it provides a peek into the cosmos of the guys who race maxis in the '90s. SAP is the brainchild of Hasso Plattner, who has raced the 80-ft Reichel/Pugh *Morning Glory* in the Bay, at the Kenwood Cup, and most recently in the Sydney-Hobart Race, in which the boat broke a 25-year-old record. Plattner has also been keeping the state-of-the-art R/P 50 *Morning Glory* on the hard in Sausalito for the last several years. One of Plattner's biggest rivals in software — and certainly his biggest on the race course — is Larry Ellison, the owner of the Farr 80 *Sayonara*. Ellison is to the Redwood City-based computer giant Oracle what Plattner is to SAP.

So if you're thinking about moving up to the big leagues of yacht racing, you might want to double check the size of your wallet first.

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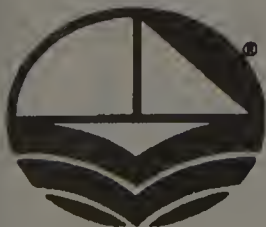
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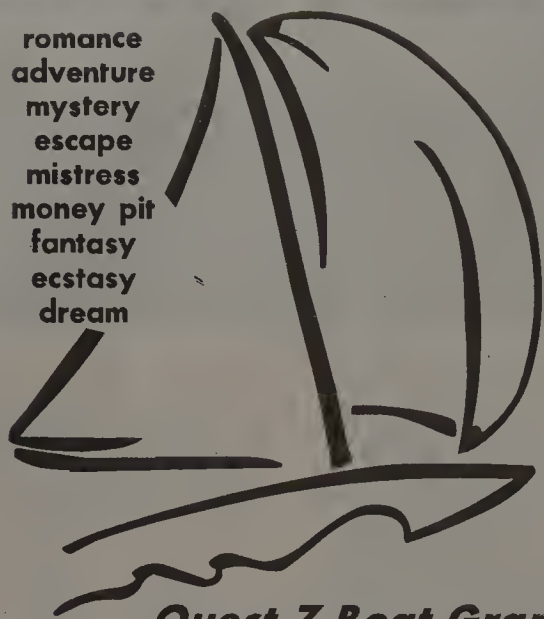


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# LOOSE LIPS

While we're on the subject...

...of really rich guys and really expensive boats, there's some big financial cats having some big catamarans built.

An urchin diver in Santa Barbara by the deceptively aristocratic name of King William III had the inspiration to build a 60-ft charter cat a couple of years ago. Somehow, William III crossed paths with Warren Buffet of Omaha, an investor known as much for his ethics as his investment savvy. Before long they were partners in what is going to be an 82-foot cat with a price tag of more than \$2 million. The boat was supposed to be launched this spring by Mega Cats of Green Cove Springs, Florida, but the boat is behind schedule. There is no telling when she will arrive in Santa Barbara.

It's common for big boat projects to ruin or nearly ruin whatever company tries to build them, and we've heard rumors that Mega Cat may not survive the birth of the 82-footer. An even juicier rumor? That an investment associate of Buffet's who has been part of the project is thinking about going into partners with an even richer guy — Microsoft's Bill Gates — to revive the company in order to build a 120-ft catamaran.

In an entirely separate matter, Richard Branson of the various Virgin enterprises and balloon endeavors, is said to be having a 100-ft catamaran being built.

Eating machines, and we don't mean Elvis.

Elsewhere in this issue, please welcome a temporary departure from sailing as sailor/diver Colum Tinsley shares the once in a lifetime

continued

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## LOOSE LIPS

experience of encountering a *truly* 'great' white shark while diving in Northern California's infamous 'red triangle'.

When you come down from the adrenalin rush of reading that, and you still want to know more about these fascinating creatures, tune into the Discovery Channel in August. During the week of the 10th to the 17th, they present their 10th annual *Shark Week*. The network's longest-running week-long event features hours of shark footage, as well as interviews with those who know them best: underwater cinematographers, shark researchers and shark attack victims. We don't know if Colum is among the latter, but if not, he should be.

The programs will air twice daily during the week, at approximately 6 and 9 p.m. Pacific Time. Check local listings for exact times.

**Mad Max.**

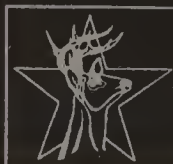
Lee Helm reports several embarrassingly dyslexic typos made their way into the answer key to the Racing Rules Exam published last month. The first four involved not knowing the difference between port and starboard — no wonder it's taking her so long to get through graduate school! The *corrected* answers to the exam are as follows:

1. S
2. S
3. P
4. P
10. Neither
25. Y

All other answers are correct — we hope.

"The chief mate of the Pequod was Starbuck, though born on an icy coast, seemed well adapted to endure hot latitudes...He was by no means ill-looking; quite the contrary. His pure tight skin was an excellent fit; and closely wrapped up in it. Starbuck seemed prepared to endure for long ages to come, and to endure always, as now; for be it Polar snow or torrid sun, like a patent chronometer, his interior vitality was warranted to do well in all climates."

— Herman Melville, *'Moby Dick'*, Chapter XXVI



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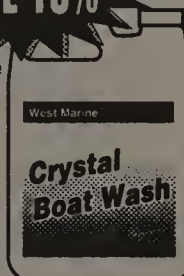
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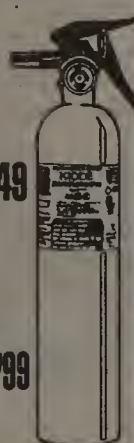
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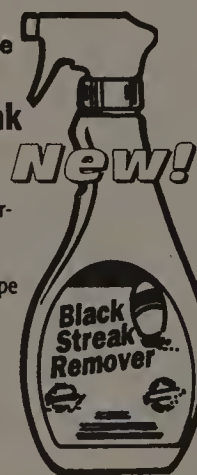
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# SIGHTINGS

## at last, no more phony 'safety inspections'!

"The Coast Guard will no longer be stopping innocent mariners for what have sometimes been referred to as 'safety inspections,'" advised Admiral Robert Kramek, Commandate of the Coast Guard. The unexpected announcement was made from Washington, D.C., in mid-March.

"For years we've been trying to get the Department of Transportation — from which we get our marching orders — to understand that on-the-water boardings have not only been an intrusion on the civil rights of individual mariners, but have been expensive, unnecessarily dangerous, and ineffective at their true purpose — the interdiction of smuggled drugs. While the boardings have provided valuable training opportunities for our young recruits, there are much better ways to accomplish that goal.

"Personally speaking, the most discouraging thing about the aggressive boarding program was that it destroyed the sterling reputation that the Coast Guard had enjoyed for so many years. It was a reputation built on decades of dedicated service by great people — some of whom put their lives on the line to save others. We all joined the Coast Guard in order to wear the white hats, but recently we've been wearing the black hats.

"I'm delighted to announce that we'll now be doing what I and almost all the members of the Coast Guard have wanted to do all along — work with members of the maritime community so they may better enjoy their time on the water. Since we really do care about the safety of civilians on the water, we'll be instituting voluntary dockside safety inspections. Our inspectors will dress appropriately — which means shorts, decks shoes, short sleeve shirts. And I'll instruct that they all remember to smile. Since it will be a voluntary program, there will be no need for our inspectors to be armed."

"It's important to understand that the Coast Guard will be not be giving up its right to board boats entirely, because drugs are still smuggled into the country by boat and because not all vessels on the water are seaworthy or being operated safely. The thing that we'll be doing differently is using discretion. As others have pointed out, just because the government has the right to do something doesn't mean they should abuse that right.

"Therefore, unless there is 'reasonable cause' to suspect that a boat is being used to smuggle drugs or is endangering the lives of the passengers and crew, we will not be stopping her. My staff estimates that this new policy — which in line with the spirit of the Fourth Amendment — will reduce our on-the-water boardings by approximately 95%.

"So, it's with tremendous pleasure that I announce that folks enjoying their limited recreational time aboard sail and powerboats will no longer have to fear terrifying intrusions into their personal lives by what appeared to be a well-armed military force. Happy boating to everyone."

A terrific announcement, isn't it? It's so rare for a government representative to speak so candidly. Too bad it's nothing more than a sleazy April Fool's Day prank on the part of the *Latitude* staff.

## a word from the publisher

Readers seem to be perpetually curious about who started *Latitude* and how. To eliminate the mystery — which has spawned all kinds of crazy stories — here's the straight stuff.

The magazine was founded in April of 1977 by the Wanderer, who grew up in the East Bay; went to school, surfed and rioted at UC Santa Barbara; then transferred to Cal Berkeley for classes in Philosophy and Russian. After five years of university, he walked out of a Russian class and into a minimum wage job at *The Montclair* weekly in Oakland. It was the best move he ever made, because it was at *The Montclair* that he learned everything he knew about publishing.

A hole in an eardrum resulting in an infected brain lining encouraged the Wanderer to give up surfing and get into sailing. He began with his brother's

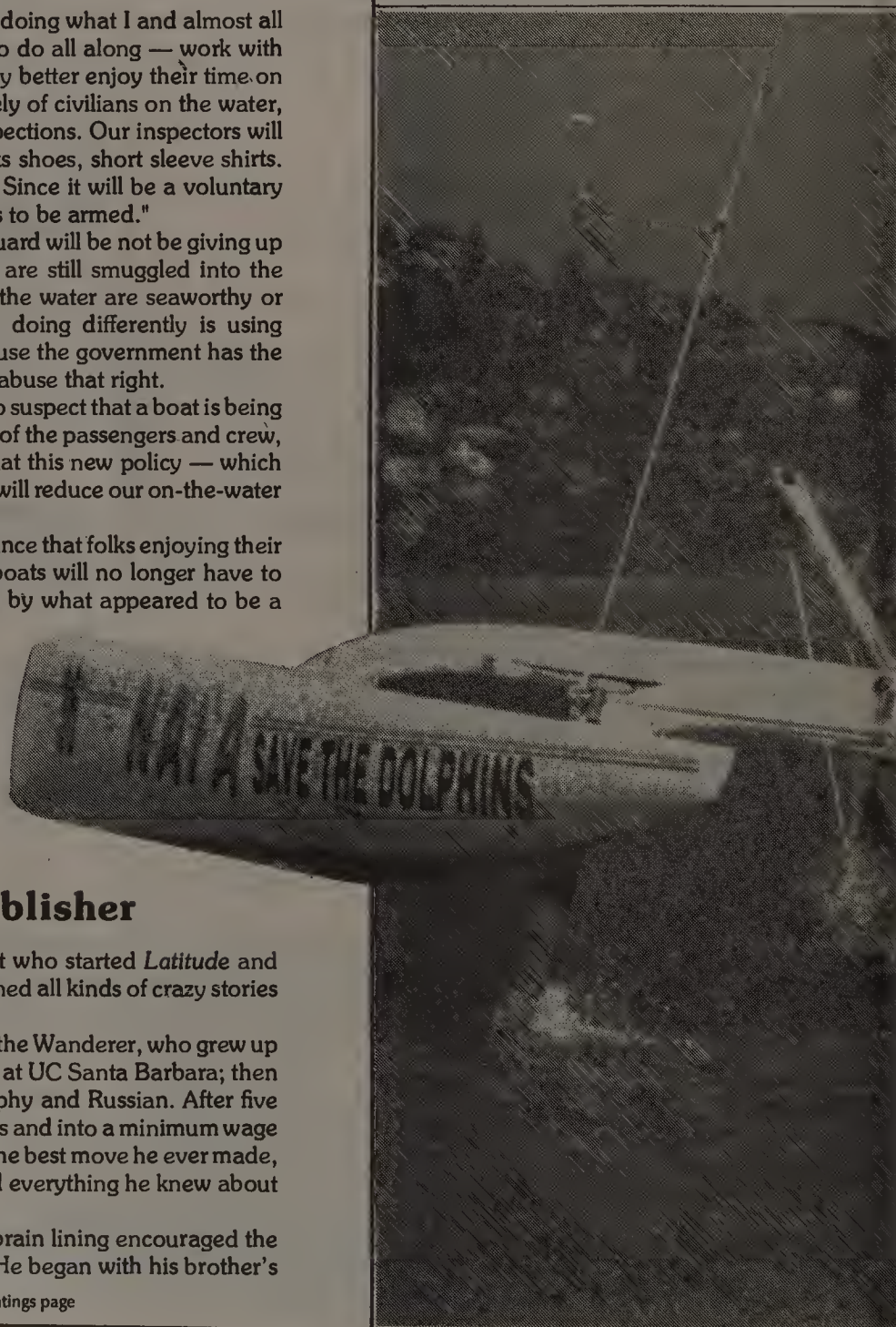
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## break the record,

Sometime this month, when the weather looks most promising, another sailing record attempt will push off from San Francisco. When weather guru Bob Rice gives the word, Mill Valley's Michael Reppy will sail his 36-ft Shuttleworth trimaran *Nai'a* out the Golden Gate, bound for Japan.

Reppy is aiming to better a record set by another Mill Valleyite, Peter Hogg. Sailing the 40-ft Antrim trimaran *Aotea*, Hogg set the current singlehanded U.S.-Japan record — 34 days, 6 hours, 26 minutes — in 1992. This broke the 1969 mark of 39 days and change set by famed French singlehander Eric Tabarly.

*Nai'a*, a perennial rival of the slightly





## save the dolphins

larger Aotea until the latter was lost in 1995, will have to average 7.2 knots to finish the course in under 30 days. This is well within the boat's performance parameters. In the 2,100-mile Singlehanded TransPac last year, Nai'a averaged 8.6 knots. Michael plans to sail the slightly longer Tradewinds route (5,200 miles vs. 4,500 for the Great Circle) for its more favorable conditions.

Reppy, a 51-year-old physical therapist, has been a multihull aficionado his whole sailing life. He grew up in Oxnard, and as a teenager made several trips to the Channel Islands on a 18-ft Malibu outrigger. In the '80s, he raced the 42-ft Shuttleworth trima-

continued middle of next sightings page

## a word — cont'd

not-ready-for-prime-time Flying Dutchman in the Oakland Estuary. He and his equally stupid friends would grab a couple of spliffs, a couple of six packs, sail out into the Bay and set up for planning broad reaches from Pier 39 — which didn't exist back then — toward Richmond. It was great fun until the boat disintegrated at 15 knots one afternoon. The Wanderer knows what it's like to swim in the Bay for half an hour without a lifejacket, and what it's like to be rescued from the drink by the Coast Guard.

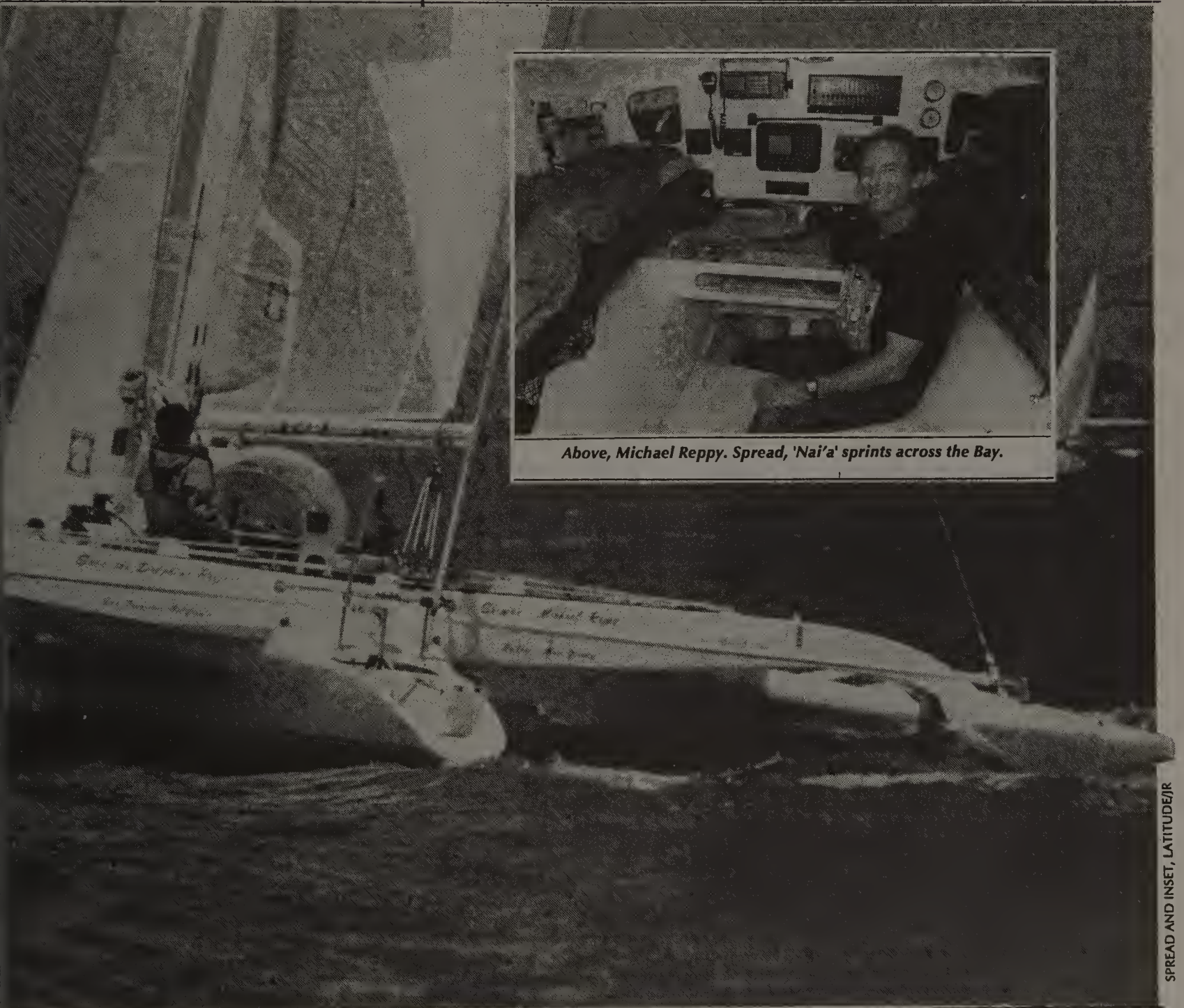
After a stint as a street artist in San Francisco, where the Wanderer got an education equal to the one he received at Berkeley, he sold boats for several years — a job that would test anyone's sanity.

The twin inspirations for *Latitude*?

1) Although the Wanderer worked in the sailing industry for several years, he *still* had no idea what was going on in the local sailing scene. If he didn't, how could anybody else?

2) *The Dinghy*, a small Seal Beach marine publication whose editorial pin-

continued outside column of next sightings page



Above, Michael Reppy. Spread, 'Nai'a' sprints across the Bay.



# SIGHTINGS

## a word — cont'd

nacle then consisted of verbatim *Notices to Mariners*. The owner told the Wanderer that he worked two days a week and made about \$2,000 a month. "If that SOB can make that kind of money without even trying," the Wanderer said to himself, "then I'm going to risk everything I have trying to produce something a little better!" The Wanderer had no writing experience.

At the time the magazine was started — with the Wanderer's last \$2,500 — he was living aboard his 41-ft Sausalito-built Bounty II *Flying Scud* in Clipper Yacht Harbor with his girlfriend Kathleen McCarthy. In addition to being a home and an actively sailed boat, 'Scud served as *Latitude*'s office for the first nine months. The actual production was done at *The Montclarion* offices in Oakland after normal working hours. An exhausted Wanderer and McCarthy frequently drove home to Sausalito at 0400.

When creating the company's business plan on a small napkin, the Wanderer and McCarthy figured the maximum number of ad pages the magazine could ever sell would be 19. Nonetheless, the first two issues had about 16 pages of ads, 24 pages of editorial — and damn near killed the Wanderer. While McCarthy was a willing helper and cheerleader, at that time the Wanderer had all of the experience and skills, if you can call them that. So he wrote, typeset, and laid out all of the articles; sold many of the ads and typeset them all; did all of the photography and darkroom work; and half the delivery. It was the kind of insanity familiar to everyone who has started a small business.

Much to the Wanderer's surprise, the magazine was a success from the beginning, and McCarthy took over the advertising and business end of things. It was a good thing, because the bank didn't appreciate the Wanderer rounding off check amounts to the nearest dollar on deposit slips "to save time". By October the magazine had grown to an overwhelming 72 pages — and it was decided not to publish in November. Taking Novembers off only lasted for three years.

An unbelievable amount dedication went into *Latitude* in the early years. After the Wanderer and McCarthy married, for instance, they had a daughter. McCarthy brought the young Lauren from the hospital directly to the office, slipped her cradle under the desk, and got back to work. Two years later, Nick arrived — fortunately the afternoon *after* another exhausting issue had been sent to the printer. There was little to life beyond work in those days.

While hard work was important to the success of the magazine, so was dumb luck. By sheer coincidence, a whole new era was starting in sailing. The launch of Bill Lee's new *Merlin*, which would usher in a new era in light boats, was covered in the first issue. The first Singlehanded Farallones Race was covered in the second issue, and the first Singlehanded TransPac would be held a year later. Dave Allen's success with *Imp* at the SORC and later the Admiral's Cup inspired many wannabes, and racing's glory years of the early '80s were just down the road. Cruising was in its infancy to be sure, but Westsail mania had given it a big push, and it would continue to grow dramatically over the years. Perhaps most significant, people without yacht club backgrounds or connections were moving into sailing in big numbers. Yacht clubs were generally assumed — in most cases falsely — to be snobby.

It also helped that the Wanderer really didn't know much about sailing and wasn't 'plugged in' to the establishment. His ignorance and outsider status gave him much in common with all the other people coming into sailing. To this day he never forgets that everyone starts sailing from the same place: knowing nothing and with lots of mistakes ahead.

After a year or so, *Latitude* got semi-proper offices in Sausalito, bought typesetting equipment, hired a production person, and Jaime Muniz to sell ads. The magazine *really* took off then, publishing an undreamed-of 100 pages by 1979. After a brief stint in Corte Madera, *Latitude* has been in the same Mill Valley location for the last 15 years. About 10 years ago, the Wanderer and McCarthy divorced. It was the typical deal; she got the money, he got the business. They're still good friends.

There have been three keys to the ongoing success of the magazine:

First, great readers, who seem to enjoy sharing their opinions, news, and adventures. *Latitude* has the greatest readers in the world!

Second, sensational advertisers. We've been able to 'tell it like it is' and be

continued outside column of next sightings page

## record

ran *Damiana* across two oceans — the 1987 'Open' TransPac in 1987 (taking 3rd in division) and 1988 CSTAR (Carlsberg Singlehanded Trans-Atlantic Race) in 1988, in which he won class III. He commissioned the design of *Nai'a* from Shuttleworth in 1991, and she was built and launched locally in '92 — as a 30-footer. The 4,000-pound speedster went through a major reconfiguration in '94-'95 which, among other things, saw her grow 6 feet and incorporate the unusual modification of having rudders in all three hulls.

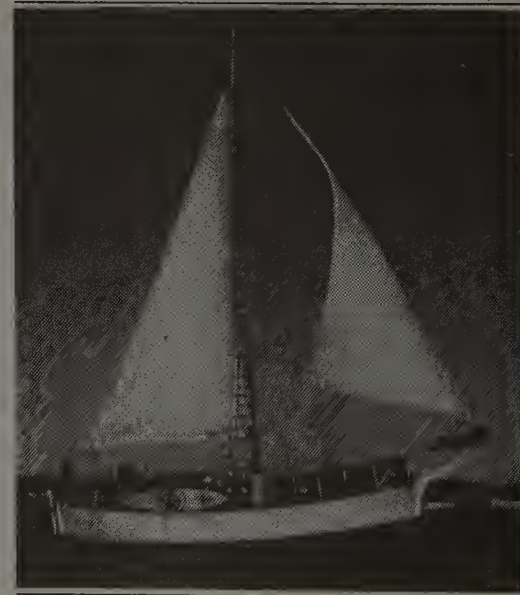
Since before *Nai'a*'s building, Reppy has been involved with the Earth Island Institute's *Save the Dolphins* Project — the folks who were instrumental in bringing you 'dolphin safe' tuna. Since her building, *Nai'a* ('dolphin' in Hawaiian), Michael has used the boat both as recreation, and as a vehicle to bring the Save the Dolphins message to the public eye. It is therefore no coincidence that he chose Japan for this record attempt.

Despite protests from inside and outside the country, the Japanese fishery continues their annual 'drive fishery'. In the last one, on

## ten bucks

My husband Chris and I shared a vision. We wanted to live on a motorsailor, become self-sufficient and eventually travel the world at our leisure. Unfortunately, our big dreams were offset by the reality of a small budget. But no matter. We visited marinas all up and down the Oregon coast and checked the classifieds weekly.

During one of our walks along the docks,



'Witch of Salem'.

this one in Toledo, Chris came upon an old double-ended Navy lifeboat that had been converted into a sailboat at one time. The

COURTESY CHRIS AND WENDY



## — cont'd

October 18, more than a hundred dolphins and small whales were beached, the best ones captured for marine parks and the rest slaughtered. More recently, in February, 10 orcas were beached near Taiji. Five were released, but the others, the so-called 'Taiji Five', have been sold to Japanese marine parks for the equivalent of \$250,000 each. The U.S. and several other countries have banned the import of animals caught in this manner.

Reppy hopes the jumping dolphins adorning *Nai'a*'s main bow, the orcas on her amas, the prominent 'Save the Dolphins' graphics on her mast and sides, and the widespread public exposure of setting a new sailing record will help drive the message home to the Japanese that they need to stop the drive fisheries.

Plus, admits Reppy, it will feel good for *Nai'a* to finally 'beat' her old rival *Aotea* in a 'head to head' race across the Pacific.

*Nai'a*'s departure and progress can be followed through the internet. Find the project's home page at <http://home.earth.net/~naia/>.

## and a dream

tiller was still in place, but the mast was gone and the cabin was pocked with rust. The plexiglass ports were so dull and scratched



COURTESY CHRIS AND WENDY

Chris and Wendy.

you could barely see inside. As it turned out, there wasn't much to see: the galley was completely gutted and insulation hung from the overhead. Oddly, the steel hull looked sound and even well-maintained — there was hardly any growth on the bottom. Her name was *Witch of Salem*.

Appearances aside, this was exactly what we had in mind. A fixer-upper that was sturdy, big enough to live on, and a potential world cruiser. But our attempt to contact the owner ran into a dead end — the harbor-master couldn't find him. We continued to come by the marina periodically, hoping to catch him working on the boat, but we never

continued middle of next sightings page

## a word — cont'd

a little a more *picante* than most sailing magazines over the years because our advertisers have left the editorial to us. And in an industry where editorial support in return for taking an ad is so common, our advertisers have understood the importance of being able to maintain editorial independence.

Only eight of the 33 businesses that advertised in that first issue have managed to survive the ups and downs of the last 20 years in the marine industry. Six of them have relentlessly stuck with us over the years: Pineapple Sails of Oakland, West Coast Rope's (now West Marine) then single location in Palo Alto, Maritime Electronics in Sausalito, Edgewater Yacht Sales in Sausalito, Svendsens Boatworks & Chandlery in Alameda, O'Neill Yacht Sales in Santa Cruz, and Gianola Canvas in Sausalito. The two exceptions: Al's Marine in Redwood City, and Tom Wylie, who now concentrates on sailboat design rather than Whitehall kits.

The third key ingredient to the ongoing success of *Latitude* has been the employees. We've always had a surprisingly small staff — 11 full-time employees put this monster 288-page issue together — and very low employee turnover. Of the six full-time editorial people who have ever worked for *Latitude*, four of them are still here: Managing Editor John Riise, 13 years; Senior and Racing Editor Rob Moore, 9 years; Associate Editor Andy Turpin, 2 years; and the Wanderer, 20 years. Shimon von Collie, who worked full time for us in the early years, continued to freelance for us for close to 12 years. The sixth, Bill Parks, went on to become editor of *Bay & Delta* for a time. When it comes to monthly contributors, there is just one: Max Ebb, who's been at it for 17 years.

*Latitude* has only had four office managers: Kathleen McCarthy, Terri Wilder, Karen Toms, and currently Colleen Levine, who has been with us for nine years. Our current production staff of Chris Weaver, Kirstin Kremer, and Annie Bates-Winship have been with us for seven, three, and two years respectively. *Latitude* must be hard on bookkeepers, because we've been through a lot of those. Tina Dunne, however, has been with us for the last five years. There have only been two ad sales regimes since Jaime Muniz: Tim Stapleton and John McCarthy, and currently John Arndt, 10 years, and Mitch Perkins, 10 years.

How come *Latitude* employees stay so long? The Wanderer likes to think it's a combination of reasonable pay, being able to be part of something good, and the freedom to do one's job the way they think they can do it best.

People seem to have an obstinate interest in what particular work the Wanderer does. Over the last 20 years, he's edited and written the responses to virtually every letter, and he's edited virtually every *Changes*. In recent times he's written an average of a story or two a month, and for some reason seems to get stuck doing those features that require the hardship of sailing in the tropics. In addition, he does a couple of items and photographs for *Sightings*. An artsy-fartsy guy pushing 49, he's also responsible for the business end of things — which he detests. While he doesn't work as hard as he did eight years ago, he still spends plenty of Sunday mornings in the office.

The future? If the truth be told, the Wanderer doesn't like sailing like he used to — he likes it twice as much! He's looking forward to another season of Friday Night Beer Can races with his Olson 30 and fun sails around the Bay. And the replacement for *Big O* — we'll have more about her later — is due in a few months. Once she gets set up, the Wanderer hopes to do lots of charity work with her — kids with terminal illness are his special interest — as well as Ha-Has, and other charter work locally in the summer and in the Caribbean, Mexico or South Pacific in the winter. When the Wanderer's son Nick finishes high school in four years, it will be adios to the humble place he's called home for 17 years and back to living aboard. The older the Wanderer gets, the more he loves being on the water and — go ahead and laugh — communing with Nature.

As challenging as writing is, the Wanderer thinks the strain is good for him and doesn't have any plans to stop or to sell *Latitude*. The one thing that the Wanderer can assure you, is that after 20 years there is no lessening of commitment to bringing you the very best sailing coverage.

A million thanks to everyone who has ever read, advertised, or worked for *Latitude*. You've been great!

— richard spindler



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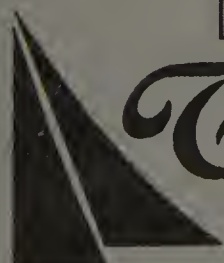
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## the recovery of *panache IV*

If there's one thing marine insurance companies have wanted to keep quiet, it's how easy it is to scuttle a boat and collect the insurance. You take the boat to deep water, open the thru-hulls, board your liferaft, then send out a *Mayday*. Since it's virtually impossible to find, let alone recover, your boat in deep water, there's no way to disprove your story that she took on water for some unknown reason and sank.

As much as the idea of a perfect crime — non-violent, of course — has always resonated with us, boat scuttlings are different. We take them as a personal affront. A person who would stoop to sink a vessel for money should have never been permitted to own a boat in the first place. The good news is, improvements in technology mean that scuttlers — be they past, present, or future — have reason to sleep less well at night. The very boats they sent to the bottom in search of filthy lucre may rise again to haunt them. The following story illustrates what we mean:

On the evening of February 23, 1995, the Canadian owner of the Centurion 47 *Panache IV* was singlehandedly motoring in the region of Turn Point (Stuart Island, Washington). At 2309, he sent out a *Mayday*. The boat was taking on water and going down, he said, and he was abandoning ship. The call was picked up by 'Seattle Traffic', the regional vessel traffic service, which managed to record the yacht's track just before she sank.

Two figures that may or may not have had anything to do with the incident: 1) At well over 1,000 feet, the water at Turn Point is the deepest there is between Vancouver and the Pacific Ocean; 2) \$213,000 was still owed on the boat's mortgage.

A few minutes after the *Mayday* was received, a military helicopter was on scene. They discovered the owner in an eight-man liferaft, with *Panache IV* nearby, her decks awash. By the time the helo picked up the owner, the yacht was gone. The following day, the owner told the Royal Canadian Mounted Police that he had no idea what caused his boat to take on water. He claimed that the first sign of trouble was when his engine stopped, after which he found the cabin full of water. He stated that the bilge pump light was on indicating that the bilge pump was working.

The owner's insurance company, Coast Underwriters, Ltd., had concerns about the loss. In years past, there isn't much they could have done — the depth of the water, powerful currents, and the poor sonar target a smooth fiberglass hull presents would have made it impossible to locate the vessel, much less survey or retrieve her. But in just the last five years, sophisticated equipment like acoustic doppler current profilers, sidescan radars, GPS and differential GPS receivers, acoustic positioning and multibeacon transponders have been integrated with each other, rendering such searches possible.

We'd be lying if we said we knew how any of these instruments worked. But in the skilled hands of the crew at Western Subsea Technologies, Ltd. — the Victoria-based company hired to find *Panache* — they made music. Despite the added adverse factors of a heavily trafficked shipping lane, often rough conditions, rugged bottom topography and only short 'windows' of good weather in which the equipment could work, the search crew stuck it out.

In one such calm, Alan Mulvenna of Imagenex was aboard the search vessel. An experienced sonar designer and analyst, he was calling the shots as the sophisticated side-scan sonar 'towfish' flew over the bottom during a grid search. Lots of ship-like targets appeared, only to be dismissed by Mulvenna. Then a 'non-target' appeared, barely a shadow on the screen. Mulvenna pointed to it and said, "That's the boat!"

Two days later, on March 16, a small robotic vehicle with a video feed to the surface confirmed that the vessel was indeed *Panache IV*. She was sitting upright, with the keel partially buried. The visible part of the boat looked to be in excellent condition. Coast Underwriters arranged for the next phase of the investigation: bring the yacht up.

The salvage operation consisted of a 1948 tug, a 60-meter salvage barge and a 250-ton crane. The actual 'fishing hook' was low tech: an 18-foot grappling hook with six prongs — each of which could support the yacht by itself.

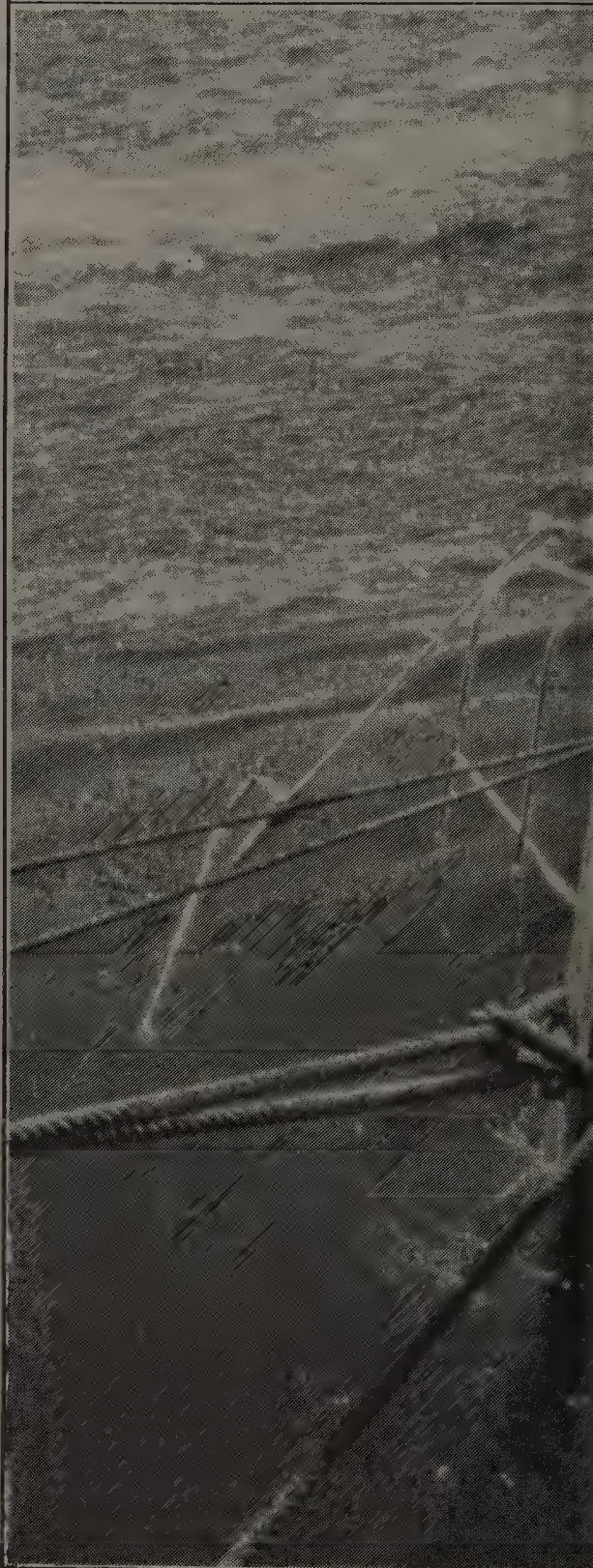
The work progressed slowly. At one point, the team snagged what was believed to be the yacht's backstay, but whatever it was broke during the hoist.

continued outside column of next sightings page

## ten bucks

crossed paths.

"Free boat if you haul away," read the ad in the Sunday classified section a few months later. Chris called the number and an elderly gentleman named Lewis Hampton told him about the boat. It was a 35-ft, 14-ton motor-sailor that had been hauled every year for a bottom job, but was now just sitting at the marina. The owner said he was getting to old to complete another rebuild. "It's a good boat," he summarized. "It just needs work."





## — cont'd

Chris asked where we could see the boat and the owner said Toledo, Oregon. Lightbulbs went off in our heads. "What's this boat called?" asked Chris. "*Witch of Salem*," came the reply. We could hardly believe it — it was the very owner we'd been trying to find for months! Coincidence or not, we felt this was definitely a sign that 'our' boat was coming to us.

But it wasn't going to come easily. Before  
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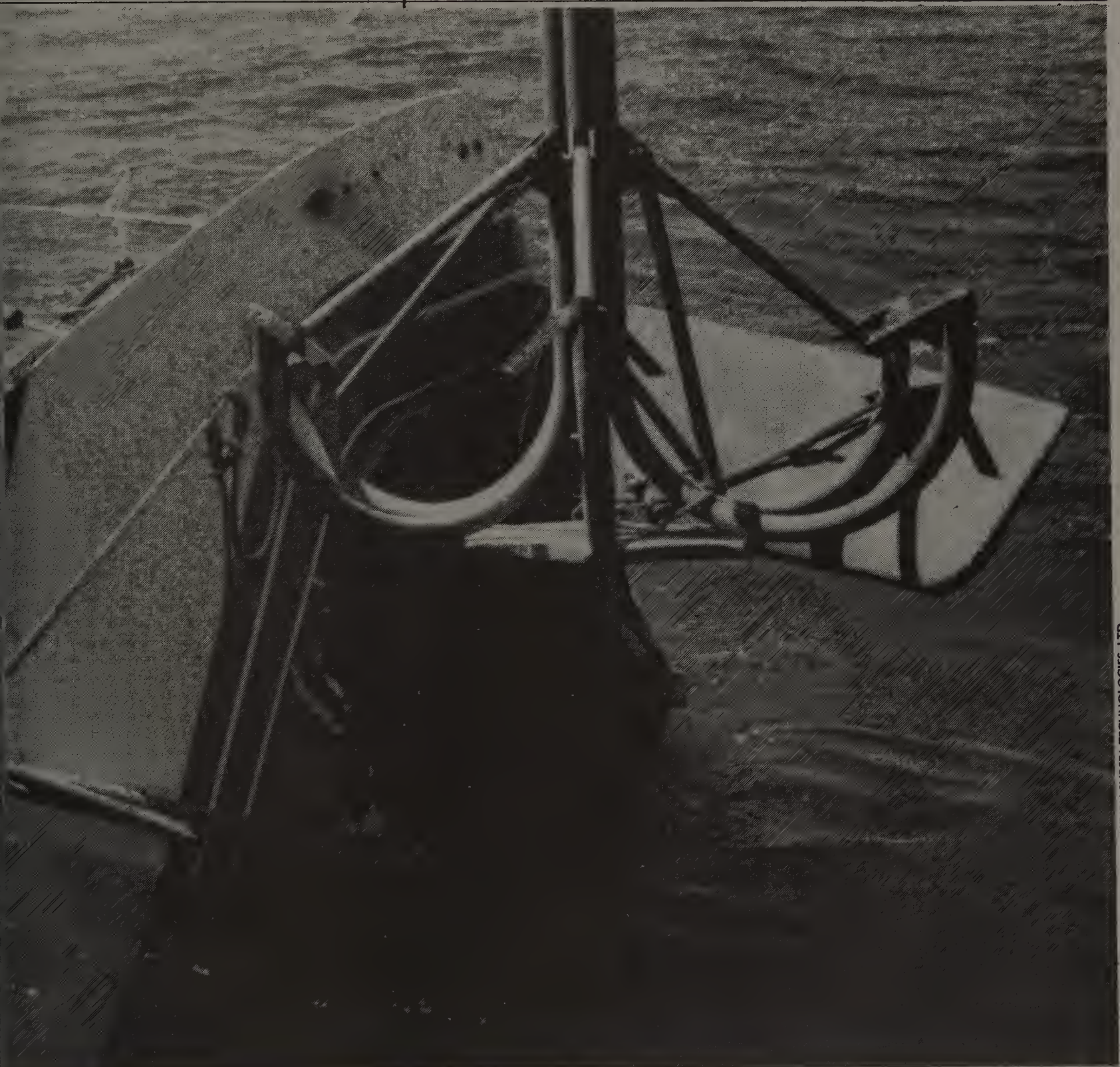
*panache* — cont'd

To aid in hooking the boat, the team welded 'barbs' to each prong.

After working the bottom again using all the electronic tricks up their collective sleeves, the team again hooked *Panache* at about 0200, March 18. This time, they tightened up the cable to half the yacht's weight, then waited several hours for her to break free of the suction of the clay bottom.

All eyes were on the cable as the lift began. With 35 meters to go, small drops of oil bubbled to the surface. At 25 meters, a few air bubbles. At 10 meters, the faint white bulk of the hull. And then *Panache* broke the surface. She'd been lifted 1,000 feet from the bottom of the ocean — by the rudder post!

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COURTESY MICHAEL MUIRHEAD, WESTERN SUBSEA TECHNOLOGIES, LTD.



## *panache* — cont'd

Straps and lines helped secure the boat as she was transported (at 1 knot) to Bedwell Harbor, two miles away. The boat was then set down on the bottom in shallow water. Divers arranged proper slings, then she was raised and dewatered. When inspectors went inside, they discovered that several of the thruhull fittings had been removed and one toilet hose had been cut. The Royal Canadian Mounted Police seized the yacht, and a few weeks later a warrant was issued for the owner's arrest.

On October 17, 1996 — one year and seven months after *Panache IV* was scuttled — the Supreme Court of British Columbia ruled that the yacht's owner had deliberately sunk the boat. They convicted him of two counts of fraud and gave him a one-year conditional sentence. The bank is no doubt after him for the \$213,000 mortgage — and perhaps restitution for court costs. The owner is currently appealing his convictions.

*Panache IV* was sold for the equivalent of US\$30,000. But it will be many months and many thousands more dollars before she's outfitted and sailing again.

Anyone interested in further information can find it in the article on which this summation is based, "The Recovery of *Panache IV*", in the February '97 issue of *Sea Technology*.

## ten bucks

we had a chance to meet with Lewis, another party called and said they'd take the boat. The *Witch* had once again slipped out of our hands.

Two weeks later, Lewis called back. The fellow who said he'd take the boat never came through and we were next in line. Were we still interested? Were we! Chris and I met the Lewis and his wife at the marina where they briefed us on the boat's history. The boat was built in New Jersey and assigned to the aircraft carrier *Hornet*. When the ship was sunk at the Battle of the Coral Sea in September of 1942, the crew took to lifeboats, only to be strafed by enemy planes. To this day, *Witch of Salem* bears bullet indentations and patches on her hull as a grim reminder of her war duty.

Lewis had bought the boat 30 years before from the man who got it after the war. He had done the conversion to motorsailor





## — cont'd

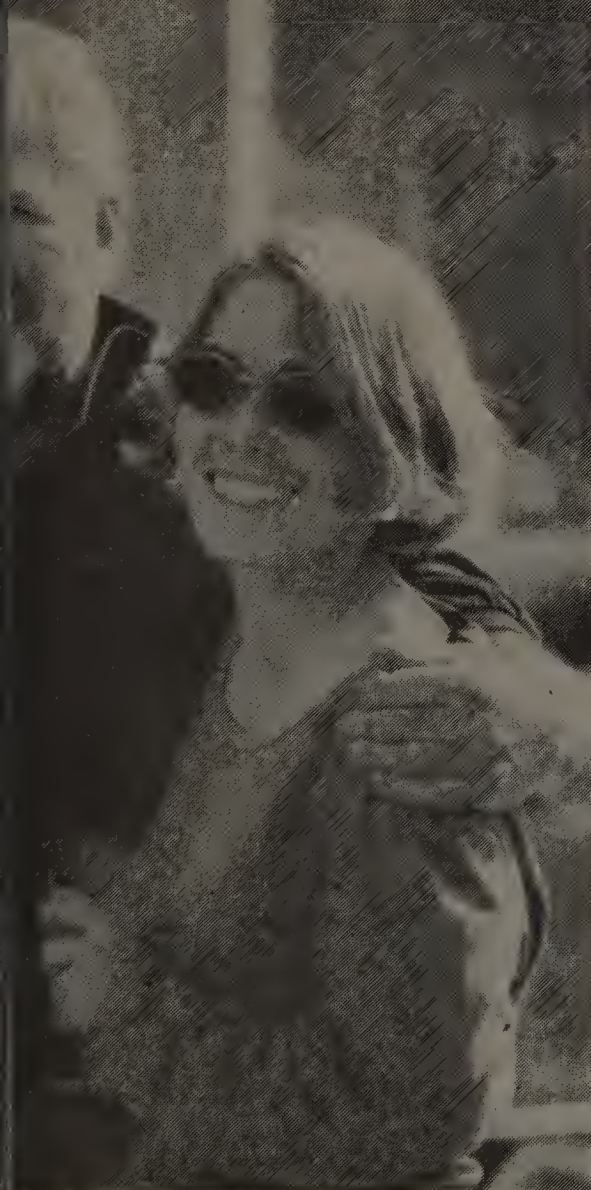
and had completed a voyage to South America with his wife and then-young children.

We gave Lewis \$10 and towed our fixer-upper downriver. Our initiation into living aboard was a real baptism — the first time it rained, it poured right through the rusted cabin. Tied up to a piling with no electricity, we cooked on a wood stove and used kerosene lanterns for light. We slept on the floor and made the best of our crude surroundings. Sometimes it was so overwhelming that sometimes we'd almost lose sight of our vision. . . almost.

Now, after 2½ years, our humble beginnings are behind us. Although there's still much work to be done, the *Witch* is a \$10 dream come true. We are happy to report that on November 1, 1996, we left Newport, Oregon and headed south on our maiden voyage.

— wendy kirk

Left to right, Brent Norton, J.P. Ross, Amy Dobras, Peter Ross and Wendy Dobras.



JOHN SKORIAK

## j.p. and his friends

While there are some who believe the so-called 'Generation X' is without direction, purpose or ambition, others know better. Sausalito sailor J.P. Ross and his friends — twin sisters Amy and Wendy Dobras and their cousin Brent Norton — decided to pool their talents, resources and skills to pursue a common dream. But rather than just another new 'start up' software company, the object of their labors has been the Sparkman and Stevens-designed classic 48-ft sloop *Alembic*. And rather than trying to bring another new product to an over-hyped market, their goal is to cross the South Pacific.

Such an ambitious undertaking would be a remarkable achievement for any group of four independent, mature individuals. The oldest member of *Alembic's* crew, however, is barely 25. The ink having recently dried on their college diplomas, and just on the doorstep of their respective careers, J.P. and his friends decided to put their lives on hold for the moment. They all took leave from or quit their respective jobs, left personal relationships hanging and decided to pursue what for all of them, separately, had been a common dream.

Brent, Wendy and Amy grew up sailing on Lake Erie and idealized about a voyage to the South Pacific. When Amy casually mentioned that dream to her college roommate, J.P., it wasn't long before he offered to approach his father, Peter Ross, *Alembic's* owner. Having a crew committed to joining him if he could 'score' the family boat, J.P. popped the question: "Hey Dad, can I have the keys to the boat for a few years?" The senior Ross replied without hesitation, "Why do you think I held onto her for so long?"

The agreement was made that J.P. and his crew would refit the boat in return for using it. And while the foursome was elated at having *Alembic* at their disposal, they soon found out that getting boat was the easy part.

At their first official meeting nearly two years ago in a Sausalito waterfront cafe, they made a pact. Over lattes and blueberry pancakes, they pooled their savings and their resources. They agreed to work on weekends and holidays and, in Brent's case, commute from his job in Seattle as time permitted. They opened a boat account at the bank and started writing checks. And more checks. While all competent sailors, they had never refit a boat before, much less a 40-year-old wood one in need of major TLC. The original budget for repairs and equipment soon stretched. "We had no idea what we were getting into," remembers Wendy.

Since crossing the Pacific in the '70s, *Alembic* had spent most of her time dockside, while J.P. and his father often crewed for other friends on other voyages, including three Pacific crossings together. Built of strip planked mahogany in Costa Mesa in the '60s, *Alembic* was beginning to show her age when Dad handed over the keys. Luckily for J.P. and his crew, Dale Goff and Ross Somers of the Richardson Bay Boatworks were nearby to take the young crew under their competent wing. They assisted with structural repairs that were outside the scope of *Alembic's* eager, but relatively inexperienced crew. "They were our mentors," the crew agrees, adding, "We couldn't have done it without them."

For J.P., who had his first ride on the boat while still in diapers, sailing *Alembic* was like being home. For the friends, however, who were used to more high-performance boats, it took some adjustment. Varnish and teak oil replaced kevlar and fiberglass. Along the way, through the hands-on skills necessary for such a project, the crew became more familiar with every part of the boat. They also learned to appreciate older, well-built thoroughbreds like *Alembic*. They rebuilt, replaced, rewired, overhauled, rerigged, repainted and re-equipped. When the structural work became more specialized, Dale and Ross stepped in.

And, like most boat projects, they underestimated the costs. J.P. notes that their original project budget of \$20,000 is now closer to \$30,000. Divided between the four equal partners, however, the 'bite' was less painful.

*Alembic's* crew plan to head south to Mexico, then west to the Marquesas. After reaching the South Pacific, they hope to sail the milk run to Australia, hoping to arrive by December of this year. Although some of their family members are a little apprehensive, they all agree that Peter Ross has been "unequivocal in his encouragement and moral support" for their venture.

With a full complement of cruising sails, a liferaft and two GPS receivers,

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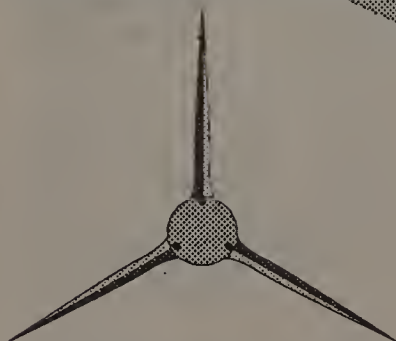


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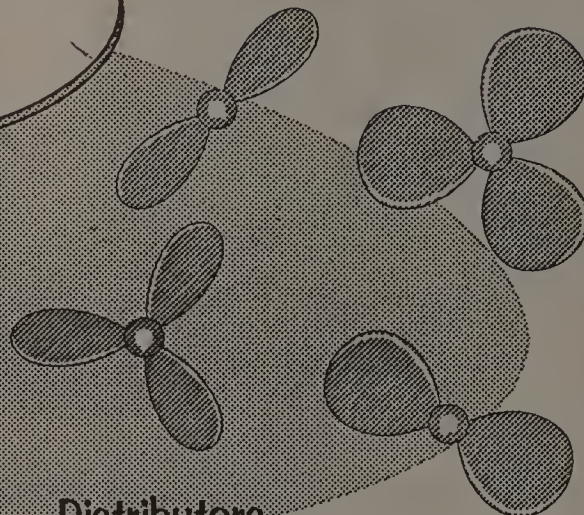
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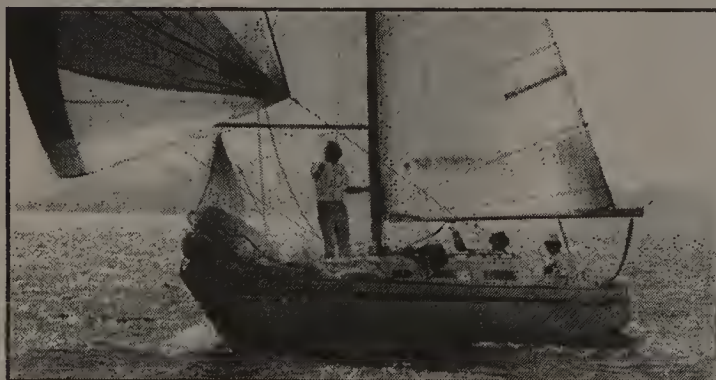
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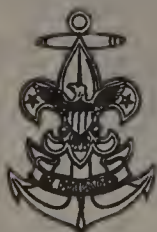
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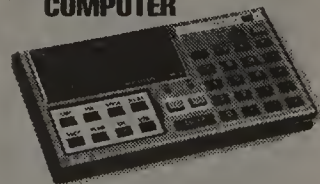
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# SIGHTINGS



LATITUDE/ANDY



## friends — cont'd

the crew are anxious to depart on the first leg of their trip, scheduled as this issue goes to press. They plan a time frame of 1½-2 years until they have to return to their careers and/or graduate school. When asked who will be captain during the voyage, J.P. responded with characteristic humility: "We will share the responsibility equally," he says, adding, "After all, we're friends."

— john skoriak

## baja ha-ha IV

We've already gotten three entry checks — and lots of phone calls — from people eager to sign up for Baja Ha-Ha IV, October 28's cruising rally/race from San Diego to Cabo San Lucas. But it's too early to send in checks — and here's why:

The Wanderer is forming a new corporate entity, to be called something like Baja Ha-Ha, Inc., to sponsor and manage the event. The reason is simple; whenever somebody gets hurt doing anything — for example, burning their foot as a result of getting drunk and stepping into a bonfire on the beach at Turtle Bay — attorneys suddenly appear and begin looking for some person or company with assets to sue. And we're all familiar with the sacred rites of extortion, aren't we?

There hasn't been a Ha-Ha lawsuit yet, and the Wanderer — who still has two children to put through college — doesn't care to see *Latitude 38*, a company that after 20 years of hard work has accumulated some assets, be the victim of one. Better that the avaricious attorney and his/her clumsy client try to get blood from a lemon by suing an assetless corporate entity like Baja Ha-Ha, Inc.

It's probably going to take until early May until the corporate papers are filed, so Baja Ha-Ha, Inc. won't be able to accept entry checks until then. But the Wanderer, who will be the Grand Poobah again for the third time — expects that everything else — all the other contributors, the stops, the party in San Diego and the parties in Cabo San Lucas — will be very similar or the same. The price will be \$129 instead of \$99, however, to cover the additional costs of buying better souvenir hats, incorporating, and buying insurance to indemnify the corporate officers.

When officially announced, Baja Ha-Ha IV is expected to be open to all seaworthy ocean boats over 25 feet that can average 4.5 knots over a period of several days. Singlehanders and whiners, unfortunately, cannot be accommodated.

Here are the important dates:

**October 26** — Skipper's Meeting / Kick Off Party at Cabrillo Isle Marina at San Diego's Harbor Island.

**October 28** — Start of 360-mile first leg to Turtle Bay.

**October 31** — Halloween Party at Turtle Bay.

**November 1** — Beach Party at Turtle Bay.

**November 2** — Start the 240-mile second leg to Bahia Santa Maria.

**November 4** — Lay day at Bahia Santa Maria.

**November 5** — Start the 170-mile third leg to Cabo San Lucas.

**November 7** — Lucina and Phil's Broken Surfboard Tacqueria Beach Party on the beach — where else? — at Cabo.

**November 8** — Corona Beer's Baja Ha-Ha IV Award's Party.

The Grand Poobah is eagerly awaiting this year's event, and promises to announce where to send the entry checks as soon as the address is known. Until then, practice your Ha-Ha'ing.

## mug mugged

Notices of condolence and outrage poured into the Royal New Zealand Yacht Squadron in the wake of an attack on the America's Cup last month. No, we're not talking about some rogue challenge like the Big Boat/catamaran debacle of a decade ago. This was an actual physical assault on the Auld Mug itself. A crazed Maori with a sledgehammer flattened the sucker.

Personally, we think this may have been the single greatest thing to happen

continued outside column of next sightings page



ANDY TURPIN

## tall ship ambassador

"No wonder they lost the Falklands!" quipped one frustrated onlooker. "What kind of sailing ship enters San Francisco Bay with no sails up — and a day behind schedule?"

No doubt the 338-ft Argentine frigate *Libertad* was playing it safe when she visited the Bay last month (left). But having raced across the Atlantic against her in '92 (above), we can testify that she *does* fly all her rags when her captain's in the mood — and what an incredible sight she is blasting downwind at 18 knots.

What might have been lost on our spectator is the degree of danger those young cadets put themselves in in order to perform the classic square-rigger salute to each port they visit. That is, walking out on the yardarms and standing at attention, with only a safety tether to secure them. Trust us, that takes real *cojones*! With *Libertad*'s main mast standing 163 feet off the water, taking a stroll on her highest yardarm is something akin to walking out on a flag pole from atop a 15-story building — during an earthquake. Whoa! Just writing this gives us vertigo!

One of only three dozen Class A square riggers actively sailing the world today, *Libertad* serves as both a sail training vessel for Argentine Naval cadets, giving them a practical foundation in marlinspike seamanship, and as a good will ambassador to international ports of call.

Built in 1960, her five jibs, 15 square sails, six staysails and main add up to an amazing 28,500 square feet of sail. She carries as many as 352 cadets, officers and professional seamen on long distance voyages. Having set a North Atlantic tall ship record in '66, she is still one of the world's fastest square riggers. What a shame the Bay isn't in the path of more of these beauties.

— latitude/aet



## mugging — cont'd

to the Cup since the schooner *America* won it for the first time in 1851. Maybe greater. If the San Diego YC could have gotten an enraged Comanche to wail on the thing while it was here, maybe a couple dozen people outside of sailing would have started caring.

Anyway, here's what happened: On Friday, March 14, 27-year-old Benjamin Nathan walked into the Royal New Zealand Yacht Squadron unchallenged, ripped off his suit and tie exposing a T-shirt with a Maori slogan, and started swinging that sledge like John Henry driving rail spikes. According to varying reports, the Cup was either 'dented and scratched', 'virtually destroyed' or 'flattened'. Workers in the building at the time subdued Nathan, who received several cuts from the glass case he destroyed to get at the Cup.

A group calling themselves the Tino Rangitiratanga Liberation Organization, said to have only seven members, claimed responsibility for the attack. It was apparently in response to plans by the Kiwi America's Cup syndicate and Auckland city planners to rebuild the city's waterfront area. They had hoped to convert the current jumble of cluttered marinas, warehouses and industrial sites into a mini-America's Cup village by the time the next America's Cup races roll around in the year 2000.

The Maori, New Zealand's indigenous people and least-privileged minority, see things a little differently. According to the TRLO, the America's Cup represents everything they despise about the oppression of the white establishment. They want nothing less than an end to the "illegal occupation of New Zealand" by whites.

Anyway, Nathan is looking at up to five years in jail for trespassing and 'criminal damage'. His lawyer has said she will mount a vigorous defense, in effect putting NZ's white establishment on trial.

And the Auld Mug? That gaudy old thing that more people care about now than ever did before? Once it's through being evidence, it goes back to England for repairs. Garrards, the London jeweler who fashioned sporting's oldest trophy back in 1848, still has the original drawings and promises a 'good as new' repair.

Considering all the machinations that men and nations have gone through to win the damn thing, we think Garrards should leave a few scars and blemishes.

## different strokes for different folks

In social circles, you got your cigarettes and cigars. In boating circles, you got your two-stroke and four-stroke outboard motors. In social circles, cigarette smokers are currently perceived as phlegm-hacking neanderthals, while cigar smokers are considered ultra-cool. In boating circles, two-stroke owners are now considered to own phlegm-hacking neanderthal motors, while four-stroke owners have ultra-cool, clean-burning motors — and bad backs.

If this is all news to you, remember that this is America. Just because something was perfectly fine and legal last week doesn't mean you can't be labeled an eco-rapist for doing it this week.

To be perfectly fair, this two-stroke business has been percolating for quite awhile. It's been known for years that about 25% of the fuel and oil that go into a two-stroke motor gets spewed out its exhaust unused. That's why two-stroke street motorcycles were outlawed long ago. That's why two-stroke outboards are also on the way out.

Don't know if your outboard is a two stroke or four stroke? If you have to mix oil with the gas, it's a two-stroke.

The EPA has mandated a 70% reduction in exhaust pollution from two-stroke outboard engines by the year 2007. On Lake Tahoe, it's going to happen a lot sooner. On February 26, the Tahoe Regional Planning Authority (TRPA) voted unanimously to eliminate all carbureted two-stroke engines from Lake Tahoe by June 1, 1999.

Yes, of course the vote was aimed directly at jet skis (though no one admitted it). But since other cases around the country have proved that you can't ban jet skis directly, you have to ban something that includes them. In this case, 99% of all jet skis have two-stroke motors. Bingo.

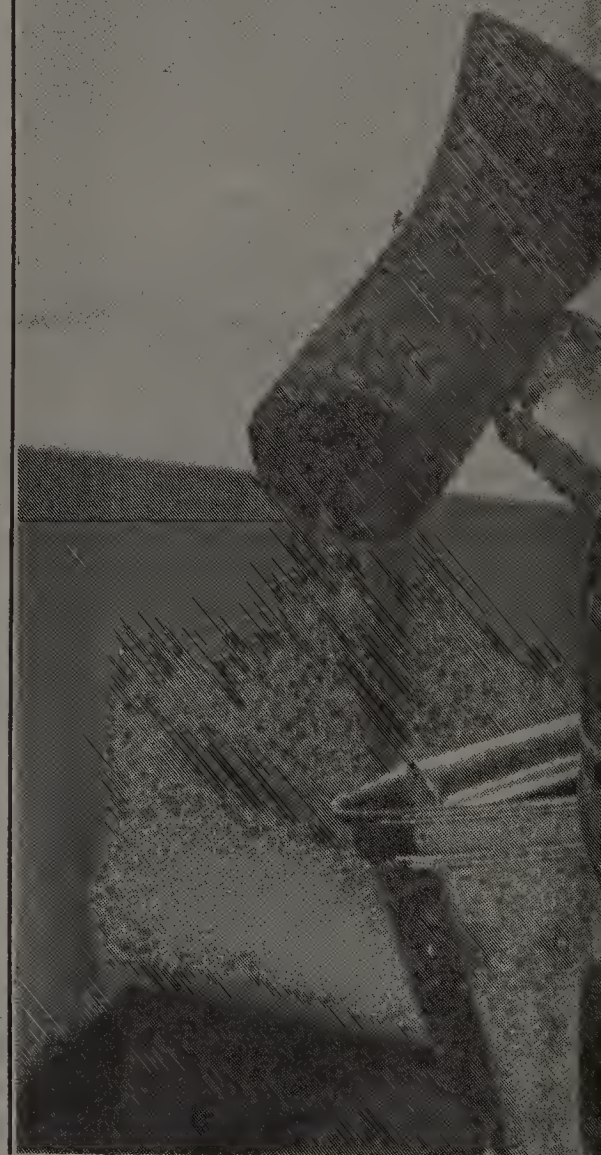
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## rebel with

Jim Blaes, the commercial fisherman who "had a gut full" of Coast Guard boardings and last May refused to let Coasties on his troller off Santa Cruz, was to be sentenced in late March. He faces up to a year in jail and/or up to a \$100,000 fine for two misdemeanors for, simply, resisting a federal boarding. The feds tried to throw the book at him but the misdemeanors were all they could make stick — for now. Blaes said he will appeal.

Soon after his bust, "They wanted me to plead guilty to a felony and take probation," Blaes said. "I told them to stick it up their

*What you're seeing here is not a news program. It's a re-enactment of an actual incident. We apologize if the violent content offends you, but we live in a violent world where even an icon as revered as the America's Cup (represented here by a 20-cup coffee percolator) is not safe. Let this be a lesson to us all.*





## a cause

ass."

While awaiting sentencing, Blaes has to check in by phone with a court agent every day. "It's more harassment," he said. "I couldn't do it and go fishing, so I went fishing, and they came and kicked down my door on February 13, the day before Valentine's Day — seven armed guys including a U.S. Marshall and (Atascadero) city cops — and hauled me off to jail. They destroyed the door, which was unlocked. They took me to Los Angeles and the next day I was arraigned." He was held over a three-day

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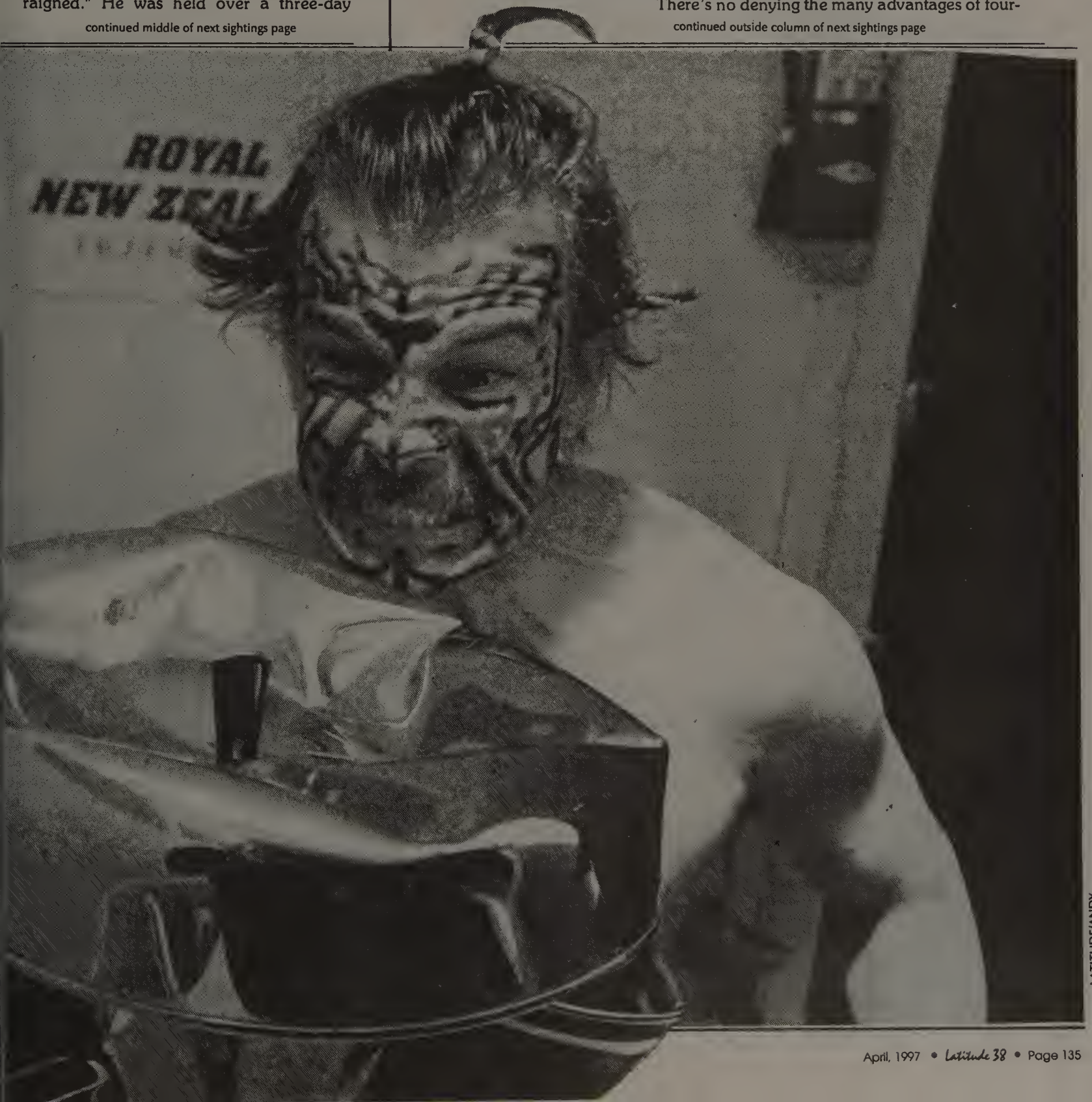
## different strokes — cont'd

But it also means no more two-stroke outboards of the type used to power small sailboats, fishing boats, many ski boats and even law enforcement vessels used on the lake.

It's probably no coincidence that the Earth Island Institute brought out their big guns in the wake of the Tahoe decision. In ads throughout the boating media (including this magazine), they're informing people that "two-stroke outboards dump 15 Exxon Valdez loads of fuel and oil into U.S. lakes and rivers every year." They're also informing boaters that their Bluewater Network "will arrange for donation and scrappage" of your two-stroke motor, in any condition. In return, you get either a 5% discount on a new Honda four-stroke outboard, or a tax writeoff. (For more information, call 1-888-BLUEWATER; or find [bluewater@earthisland.org](mailto:bluewater@earthisland.org) on the internet.)

There's no denying the many advantages of four-

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LATITUDE/ANDY



## different strokes — cont'd

stroke motors. In addition to burning cleaner (97% less pollution, by one estimate), they are quieter, will last longer if cared for, already meet the EPA mandate — and you don't have to wonder if you're mixing that oil in the right proportions because they run on straight pump gas. On the 'con' side, they are about 20% more expensive than an equivalent two-stroke, and significantly heavier. For example, a modern 10-horse two-stroke weighs about 75 pounds. A 10-horse four-stroke weighs 100 pounds. The four-stroke also has more moving parts, which means potentially more problems and higher repair costs.

One saving grace for two-strokes appears to be eliminating carburetors and running them by computer-controlled fuel injection. Used mostly on large, permanently mounted engines, this can improve efficiency by 70%.

You'll be hearing lots more about this in the days to come. While we don't recommend that you run out and replace that trusty British Seagull on the back of your Islander Bahama 24 tomorrow, the next time you are in the market for a new engine, please seriously consider buying a four-stroke. They are all around much better engines. To save your back, make the young guys lift it on and off the boat for you while you sit in the cockpit, sucking a cool \$10 Cuban stogie and contemplating how to rid your area of those all-new lines of four-stroke jet skis due out around, oh, say, June of 1999.

## rebel

weekend before being freed on \$2,000 bail.

His protest has cost Blaes some \$30,000 so far, a paltry sum for such a case mainly because his lawyer is a public defender. Some \$10,000 in donations have helped. "You should know most of that comes from yachting community and, surprisingly, fish buyers," he said. "I thank the yacht people and especially *Latitude 38* for doing so much to expose these huge and repeated violations of our civil rights."

One good thing to come out of Blaes' action so far is a series of meetings on Yerba

*This section closed for*





## — cont'd

Buena Island between commercial fishermen and local Coast Guard brass. The aim: To bring at least some sense to boarding policies — and fishermen report less Coastie harassment lately. But Blaes believes real change is going to require more civil disobedience afloat. "It's just like Rosa Parks: I'm just not going to ride in the back of the bus."

Donations are welcome to The Jim Blaes Defense Fund, P.O. Box 450, Morro Bay, CA 93443.

— brooks townes

repairs until May issue

## shellshocked

Boating our beautiful waters can often be exciting, but the rower piloting this 21-ft Maas Aero must have had an adrenalin hangover following the incident that left his shell in this condition.

The rower, who prefers to remain anonymous, had departed Sausalito's Open Water Rowing Center (run by Sherwin Smith; that's her in the photo) on February 22 for a morning workout. About 9:15, he was off Cone Rock at the end of Belvedere when a 24-ft Bayliner motorboat T-boned the shell, nearly cutting it in half and spilling the rower into the water. Fortunately, his only injury was a sprained ankle.

The motorboaters — also nameless here forevermore — returned immediately to the scene and picked him and the shell up, returning both to Sausalito with profuse apologies. Their insurance is paying for a replacement shell.

Incredibly, almost the exact same accident happened a week later in the Estuary, at almost the same time of day. Fortunately, no serious injuries there, either.

Be careful out there, folks!

## enough already!

Now look. How many times do we have to tell you people: the '97 Hot Rally to Cabo is over! Ended. Finished. You're too late. Really. No more entries. *Nada mas*. We really mean it this time!

Okay, okay, stop your whining. Since you've already scrawled your names on the wall of the Broken Surfboard Taqueria — *Latitude's* Cabo base — we'll let you in. But that's it! Running on *mañana* time is one thing, but this rally started *five months ago*! Anyway, for the record, the following stragglers have 'arrived':

- 377) **Imagine** / Catalina 42 / Tom Dearing & Pat Mickle / Dana Point.
- 378) **Ever After** / Peterson 44 / Melissa Klafter & Ron Everest / San Pedro.
- 379) **Sweet Corinne** / Sunyacht 27 / John Burgers / Santa Cruz.
- 380) **Patience** / Cat ketch 33 / Max, Daniela & Sonny / Valletta, Malta.
- 381) **More Promises** / Pearson 365 / Ross, Sug & Jerry / San Angelo, TX.
- 382) **Las Brisas** / Catalina 36 / Earl Hopkins & Lou Pimentel / S.F.
- 383) **Seaya** / 31' catamaran / Dennice & Arlyce Johnson / Coronado.
- 384) **Black Swan** / 49' cutter / Phil & Betty Parish / Coronado.
- 385) **Devotion** / Cascade 42 ketch / Jess, Sam & Carl / San Diego.
- 386) **Scrunchy** / 32' sloop / Thomas Hook & Jane Clifton / San Diego.
- 387) **Macushla** / Bristol 35.5 / Brian, Kit, Pete & Sheila / Berkeley.
- 388) **Toru** / Piver 40 / Tom Thompson & Jane Woodruff / Oracle, AZ.
- 389) **Escapade** / Ericson 38 / Darrell, Mike & Lori / Riverside.
- 390) **Mi Tri** / 42' Piver tri / Darrick, Glen & Damon Eisenach / Portland.
- 391) **Sea Shadow** / Morgan 46 / Charles & Margaret Wood / Phoenix.
- 392) **Shadowfax** / Valiant 32 / Mark & Valerde / San Francisco.
- 393) **Rayani** / Yorktown 39 / David, Marjorie, Jeremy, Katie & Judy / Vanc.
- 394) **Impossible** / Roberts 53 / Jim, Dianne, Josh & Leif / Port Townsend.
- 395) **Galadriel** / Fantasia 35 / Patty Young & Mike Delong / Coos Bay.
- 396) **Patrica** / 44' cutter / Swanny & Old Bill / Deep Bay, BC.
- 397) **Malaga** / 31' ketch / Thomas Alexander & Jenise West / Marina Del Rey.
- 398) **Splash** / 42' cat / Jerry, Kathy & Dick / Dana Point.
- 399) **Guardian** / Maple Leaf 56 / John, Jean & Eduardo / Sidney, BC.
- 400) **Second Wind** / Nauticat 40 / Bob & Priscilla / Manchester, WA.
- 401) **Iga Ninja** / Yamaha 33 / Andre Lacusta / Vancouver.
- 402) **Lively Lady** / Chapman 38 / Michael, Alex & Jeanne / Orcas Island, WA.
- 403) **Panda Bear** / Pacific Seacraft 31 / Steve & Pam Austin / Seattle.

## a hard lesson learned

*You are free the moment you do not look outside yourself for someone to solve your problems. — H. Jackson Brown*

Coast Guard station Monterey took some heat from the local press following their unsuccessful attempt to rescue *Stuff*, a Peterson 33 which washed up on the beach at Seaside in rough weather on February 17. We talked with the both, John Zolkos, the boat's owner, and to Monterey Coast Guard personnel about the incident. And as you may imagine, they held two very different perspectives on the incident.

According to Zolkos, *Stuff* was northbound from Morro Bay to Monterey. Aboard were he, his wife, Elaine, and their 25-year-old daughter Darcy. Off Pt. Sur their progress was slowed by building wind and seas as high as 14 feet, which forced them to motorsail. *Stuff* eventually ran out of fuel just as she reached Carmel.

Shortly after 6 p.m., the Alameda-based boat was nearing the harbor entrance at Monterey. She approached on a run, pushed by 20-knots of wind and 10-foot seas. When *Stuff* was about a half mile out, Darcy recalls, a large wave caused an unintentional jibe. As the boom slammed over, "it broke the main sheet and the traveler's rigging," she said. Father and daughter worked quickly to center the boom, then lowered the double-reefed sail.

With a storm jib ready to hoist, John says he realized how close he was to his destination and decided to radio the Monterey Harbormaster to request a tow, stating: "We have lost control of our sails and rigging and have no engine.

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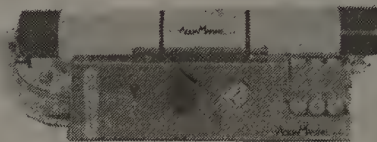
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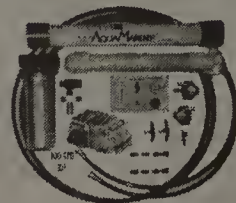
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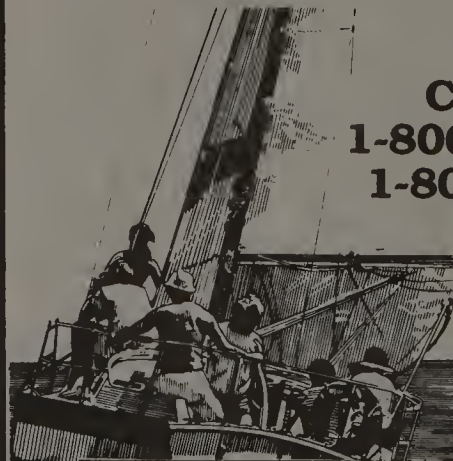
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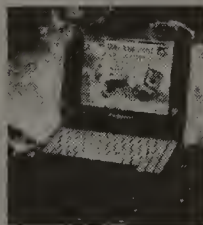
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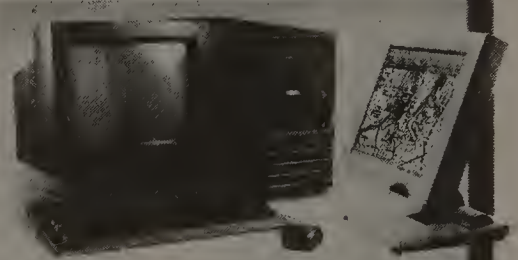


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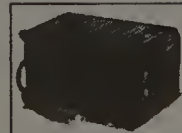
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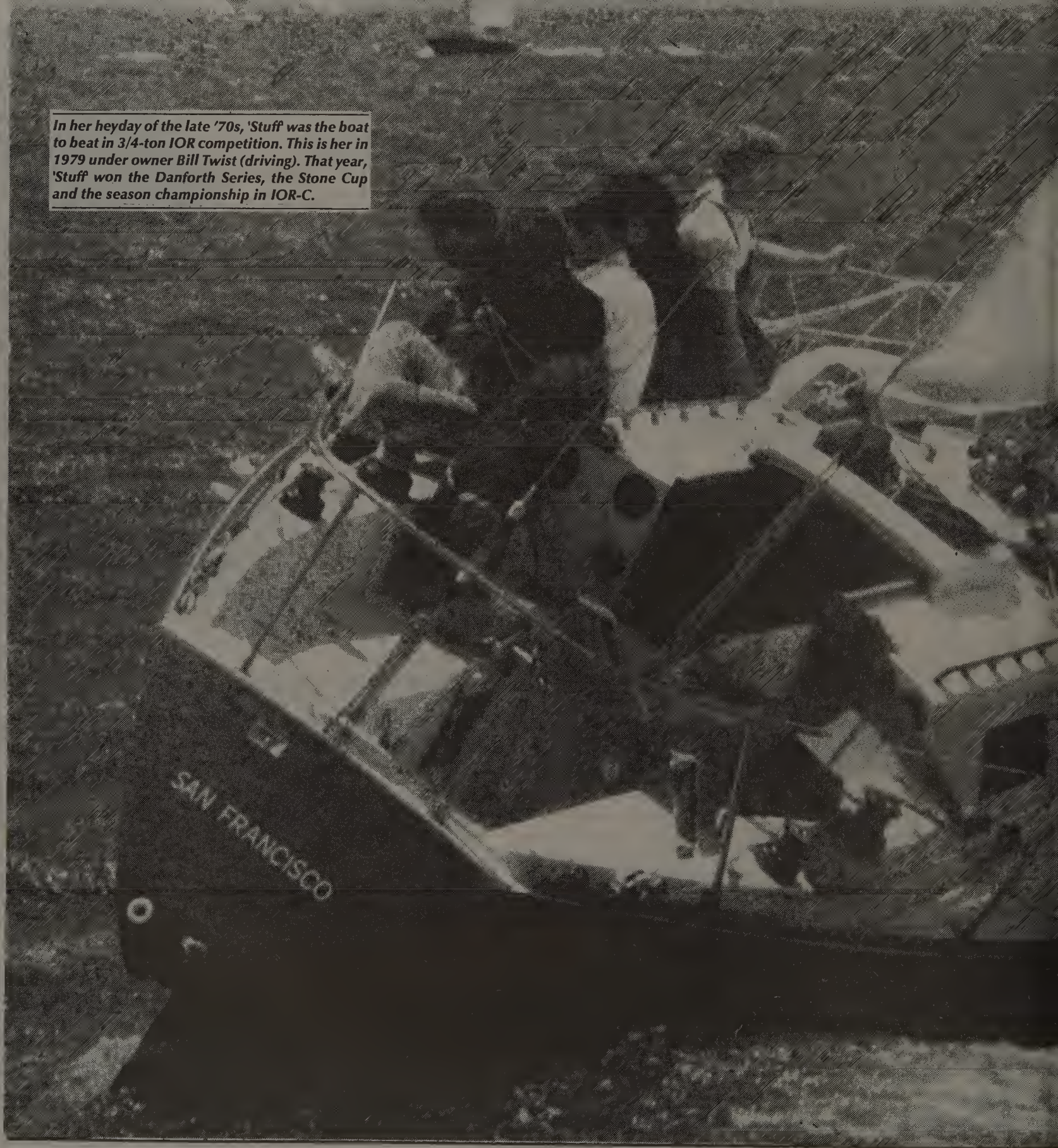
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# SIGHTINGS

*In her heyday of the late '70s, 'Stuff' was the boat to beat in 3/4-ton IOR competition. This is her in 1979 under owner Bill Twist (driving). That year, 'Stuff' won the Danforth Series, the Stone Cup and the season championship in IOR-C.*





## hard lesson — cont'd

We'd like to request a tow." After several unsuccessful attempt to reach the harbormaster, the Coast Guard cut in, according to Zolkos. They acknowledged his call and offered a tow.

By the time a 44-foot heavy-weather lifeboat reached *Stuff*, she was just off the beach, straining against a stern anchor in breaking surf, having drifted more than a mile from the channel. Guardsmen couldn't get a line to *Stuff*'s crew before a giant roller slammed her on her side, catapulting both father and daughter overboard. She was tethered by a lifeline, he was not; Elaine remained below. *Stuff* ended up on the beach, as did her crew, who luckily escaped serious injury.

In the aftermath, the Zolkos family criticized the Coast Guard on a variety of issues: they were slow to leave the dock after receiving the tow request; they seemed confused about *Stuff*'s position, despite having received GPS coordinates; they were slow to find *Stuff* despite the illumination of her running lights and masthead tricolor; and they possibly cut *Stuff*'s anchor line when maneuvering to get a line to Zolkos.

Lt. Commander Dean Lee was quick to defend the actions of his unit. "We did everything we could to save them," he said. Addressing the specific allegations, Lee claims his records prove his crew was underway within nine minutes. This same rescue team had been involved in another incident down the beach when the call came in. Response within 30 minutes is the Coast Guard's mandate.

Lee conceded that his men did have trouble finding the endangered vessel — for a good reason. "*Stuff*'s initial reported GPS position put them off Pt. Lobos, 13 miles away." The second position given, however, was correct: 11,000 yards off Delmonte Beach.

Lee also noted that the top speed for the motorlifeboats is 9 knots, "but that night they were slowed by 25 to 30 knot winds, 10+ foot seas and horizontal spray." (The same week, a sistership 44-footer flipped during a rescue off Washington state, killing three guardsmen.)

Coxswain B.M. Rork, who piloted the lifeboat that night, recalls, "Despite using visual, GPS and radar, it was very difficult to locate the vessel against a backdrop of thousands of lights along the Seaside shoreline." *Stuff* did not show up on radar. Rork says he is quite sure his prop did not cut the anchor line.

The Zolkoses further criticized the Guard for leaving the scene after *Stuff* rolled, when they knew people were in the water. The family may not have realized, however, that the same wave that knocked *Stuff* over also broke out a window on the rescue boat and injuring a guardsman's back as he was slammed to the deck.

For the record, the Coasties did drop a lifering, but they were in only 15 feet of water inside the surf line and had to get out. They had also confirmed by radio that emergency personnel were waiting on the beach. "Even if they had been able to get a line on *Stuff*," says Lee, "there's a strong likelihood that both boats would have ended up on the beach."

As a matter of policy, lifeboats dispatched from shore do not carry a 'rescue swimmer' as rescue choppers do. Coxswain Rork was doubtful that even a chopper would deploy a swimmer into surf conditions.

John Zolkos, whose boat is now 'totaled' from an insurance point of view, is concerned that funding cuts have reduced the calibre of professionalism within local Coast Guard units. Meanwhile, Commander Lee feels Zolkos took inappropriate actions to save his vessel by not putting up a sail to maintain steerage into port and by anchoring off the stern instead of the bow, "thereby exposing *Stuff*'s transom to the seas, which no doubt helped push her toward the beach."

On one point, however, both parties agreed. "I should have handled it myself and never called them," Zolkos now realizes.

Lee seems to concur: "We're all very sorry we couldn't save *Stuff* in time, but anytime you're disabled and in danger of drifting ashore, you cannot simply sit back and expect the Coast Guard to rescue you in time. You have to take appropriate actions."

If John Zolkos ever finds himself in a similarly perilous position again, he'll undoubtedly follow that advice.

— latitude/aet



# SIGHTINGS

## curious about cuba?

You might be able to satisfy that curiosity by either entering your boat or signing up to crew for May 23's low-key Havana Cup race from St. Petersburg (Florida) to Havana. The event is sponsored by Ocean Racing Ventures, described as "basically three guys from Florida's Davis Island YC". The host in Cuba will be our buddy Jose Ecrich, Commodore of Club Nautico at Marina Hemingway.

News of the event comes to us from Doran Cushing, formerly of Redondo Beach and a member of the 'Class of '88' with his Niagara 35 *Panache*. After a year of cruising Mexico and then sailing through the Canal to the Caribbean and East Coast, Cushing founded *Southwinds Sailing*, "Local News For Southern Sailors". The publication, modeled on *Latitude*, has been going for more than three years and covers sailing from Key West to Texas.

On April 4, *Southern Sailor* will be hosting an informational meeting for interested parties in the Havana Cup. 'Interested parties' will include representatives of U.S. Customs and U.S. Immigration. As we've reported several times

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## broken toys,

The February edition of the RBOC *Boater Brief* listed 'Abandoned Vessels' as a legislative issue for 1997. This is not a new issue. It's been a problem for a long time. It's just escalated to a point where it's time something must be done.

Since the Gold Rush days, San Francisco Bay has been a depository for abandoned vessels as their crews deserted for the gold diggings. Large areas of San Francisco are filled in over these hulks. However, filling the Bay is not a viable option today.

Now, the majority of derelicts are 30 to 40-ft recreational vessels and a few commercial vessels either sunken or ashore in State waterways. Sausalito has many hazardous



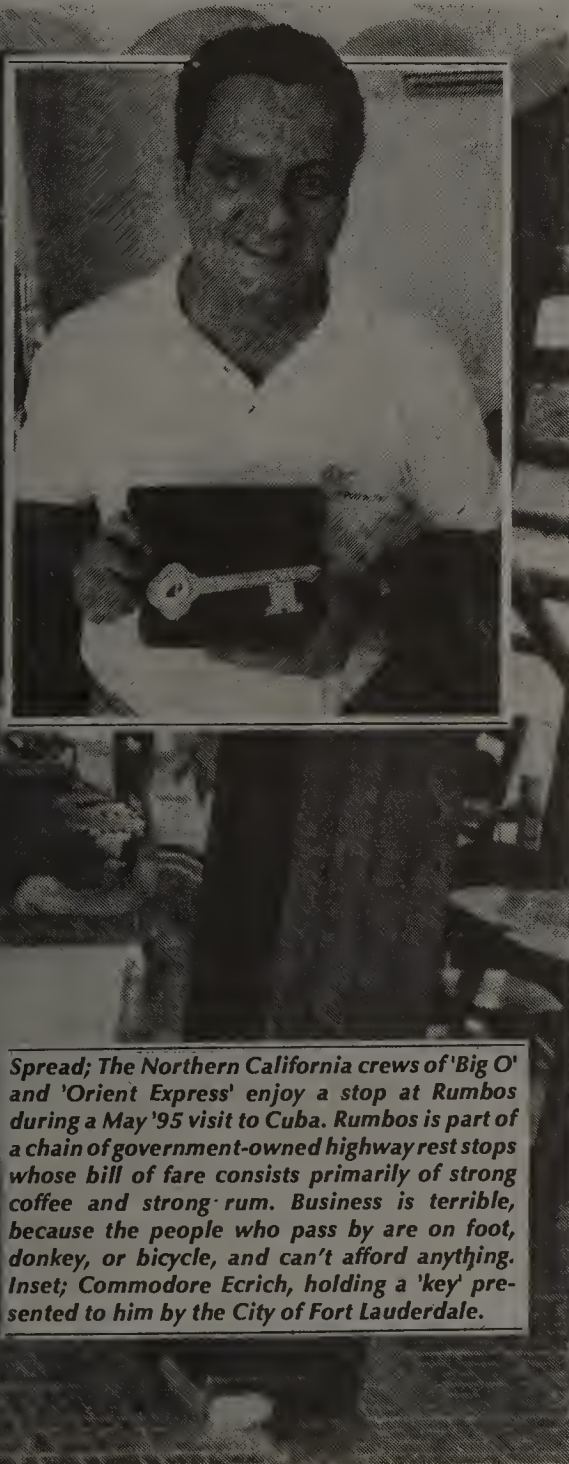


## abandoned dreams

underwater wrecks off the main channel and there are hundreds in the South San Francisco Bay and Delta plus other locations in the State. These constitute dangerous hazards to navigation and are a source of pollution.

The State of Florida has a 'Derelict Vessel Removal Grant Program' with an estimated 3,000 identified vessels in coastal waters. With funding of \$250,000 annually, in eight years, 515 vessels have been removed, with a current six year backlog. In San Diego harbor alone, the cost of derelict disposal is reported to be \$250,000 per year.

Recent cleanup efforts by local entities — Redwood City's 'Aqua Terra Project', San  
continued middle of next sightings page



**Spread;** The Northern California crews of 'Big O' and 'Orient Express' enjoy a stop at Rumbos during a May '95 visit to Cuba. Rumbos is part of a chain of government-owned highway rest stops whose bill of fare consists primarily of strong coffee and strong rum. Business is terrible, because the people who pass by are on foot, donkey, or bicycle, and can't afford anything. **Inset;** Commodore Ecrich, holding a 'key' presented to him by the City of Fort Lauderdale.

LATITUDEWANDERER

## cuba — cont'd

before, it's legal to sail to Cuba — you just can't spend money while you're there. So how are you supposed to pay for berthing at Marina Hemingway? It's best not to ask, just let Commodore Ecrich handle it with a little Cuban voodoo. Others at the April 4 meeting will be boatowners looking for crew, crew looking for boats, and the race sponsors.

Cushing, who has been to Cuba twice for a total of about two months and loved it, expects at least 40 boats to participate. If you want to enter or try to be part of a crew, fax the pertinent information to him at (813) 898-2211 and he'll either sign you up or pass your information along to boatowners looking for crew. Entry fee is \$75 per boat and \$20 per crewmember.

The first post-Revolution race to Cuba was in 1994, when the Sarasota Sailing Squadron sponsored the inaugural Havana Cup. That event attracted 86 entries and came off without a hitch. Cushing reports that the Sailing Squadron now disavows affiliation with the event because the impresario, a colorful character by the name of Bob Winters, remained in Cuba for 36 months. There is disagreement as to why Winters ever left Cuba. He says it's because his visa expired; others say it was because the Cubans discovered he'd imported 17 motorcycles using the same license plate.

The '94 Havana Cup did draw a few negative comments. *Yachting* magazine, for example, got their knickers in a severe twist and wrote a scathing editorial. It also didn't play well on the East Coast of Florida, where many Cuban-Americans object to any kind of 'normal' relations with the Castro regime. But when Cushing posted notice of this year's race at Miami's Sail-Only Boat Show, he received mostly good response. "About 50 Cuban-Americans came by and asked about it," says Cushing, "and only three were negative. Most were curious — and even wondered if they could take part."

The bad news for those born in Cuba is that you can't go home. Two years ago a Tiburon boatowner sailed his ketch to Havana from the Bahamas with a Northern California crew that included a Cuban-born fellow. When the Cuban officials found out, the guy was tossed in jail and it took several days to get him out. For all others, the Havana Cup sounds like all kinds of mischievous fun — which is, after all, the best kind.

## treasure ship found off ecuador

We once had a phone conversation with Mel Fisher, a treasure hunter who at the time was searching for the treasure of the Spanish treasure galleon *Nuestra Senora de Atocha* off Florida. During the course of the chat — an interview for a school publication — we hit it off, mentioning among other things how much we enjoyed scuba diving. At that, Fisher said, "Come on down and join the team. We need some more divers."

Now, five years before, we would have jumped on this like jackals on a wounded rabbit. But at the time we were recently married and committed to finally making something of our lives by finishing school. We thanked him, and politely declined.

One month later, Fisher's team found what they were looking for in the shallow waters off Florida's east coast — a treasure trove worth hundreds of millions of dollars. All are now rich men.

We thought about this recently when an international consortium of divers found the wreck of *La Capitana Jesus Maria*, another galleon which sank off Ecuador in the mid-1600s. She was loaded with a cargo of gold, silver and jewels stolen from the people of what is now Peru. Estimates of that cache vary from a low of \$3.7 to a high of \$7.5 billion — that's *billion*, folks.

During our conversation with Mel Fisher way back when, he explained how estimates can vary so widely. Obviously, the collector value of jewelry and coins is quite a bit more than just their weight in gold, but he didn't realize how much until he found some 'proof' coins in an earlier wreck. These were perfectly-struck round gold pieces that basically 'showed off' the quality of the mint. (Most 'coins' were casually-struck blobs of gold of a certain weight.) At the time when he found about two dozen of them, numismatists didn't even know they existed. Fisher routinely sold items he'd found to collectors to finance his ventures (driving around with them in the trunk of a beat-up

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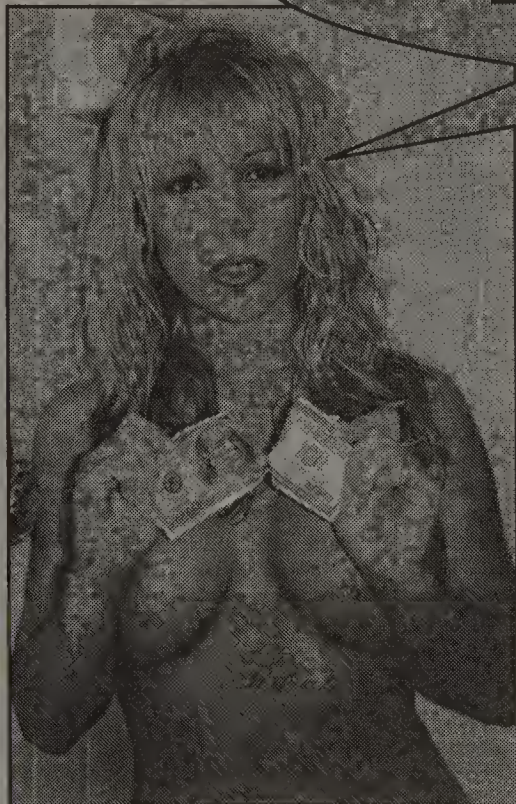




# KKMI

## HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES -

### "Don't get soaked"



"If you feel as if you are getting soaked every time you go to a boat yard, I've got some great news for you. Our research has shown that KKMI has some of the lowest prices of any major boat yard in Northern California. In fact, their rates are on average 17% less!

How do we know KKMI is the lowest? We called around and compared prices. When we called around not only did we learn KKMI has great prices, we also found that some yards play little games with their customers. For example, they charge something they call an "Environmental Surcharge" pretending it's a mandatory tax. Now come on, who's kidding whom? Not only do we understand it is important to keep our environment clean, but these costs have become a part of doing business today. Charging a customer extra for something like this is simply wrong. Environmental costs are part of running a business and charging extra for this makes about as much

sense as a restaurant charging their patrons for washing the dishes. Actually, being environmentally compliant not only makes good sense, it's the law. Frankly I can't think of a better example of a yard trying to soak a customer than this. I'd rather stand in a cold shower tearing up \$100 bills before I paid a boat yard an "Environmental Surcharge".

Truly, KKMI is committed to saving you money and their prices prove it. Think about it, if you are going to be spending \$1,000 or more during your next haulout wouldn't it be nice to save 17%. After all, that's a savings of \$170.00 for every thousand dollars spent! Whether it's time for your annual haul out or a complete "make over", KKMI will not only save money but you'll be sure you are getting the best quality workmanship in the Bay Area. So the way I see it, the choice is very simple, bring your boat to KKMI and save 17% or you might as well jump in the shower and start ripping them up!"

## THE BEST TEAM IN THE BUSINESS

In an effort to bring together not only the best team in the marine business but also offer their customers the finest service, KKMI has added Jock MacLean to the management team. MacLean, the former manager of San Francisco Boat Works, has been in the marine business for over twenty years. In a touch of irony it turns out the MacLean is quite familiar with KKMI's Point Richmond facility. He started his career in the marine business there over 20 years ago, prior to Ken Keefe and Paul Kaplan taking over the property. "It must have been destiny," commented Paul Kaplan co-founder of KKMI.

For over two decades Ken Keefe, Jock and Paul have worked together independently on a professional basis, during which time each developed a mutual respect for the other. On joining KKMI MacLean said, "I am delighted to be part of this team. While some yards may talk about doing a great job, these guys have gone out and done it. I just can't wait to be part of KKMI's growth. This company has proven it is



*Tres Amigos - Kaplan, MacLean & Keefe*

possible to offer customers fair prices in a very professional and friendly atmosphere."

Ken Keefe said, "We have been growing so fast, we needed someone to come in and help us catch our breath. We looked extensively for someone who could complement our fabulous management team and, thankfully, we got the best guy out there! Jock grew up sailing on San Francisco Bay and has been a member of the

San Francisco Yacht Club since 1965, so he certainly understands our market. More importantly, there are very few people on the West Coast who have a high level of experience both in the technical aspects of marine repairs and the management side of the business - Jock has this."

"Customers really enjoy working with Jock because they know he has their interests absolutely in mind", commented Kaplan. "Not only does Jock live aboard a boat but he owns several others, most of them are wood. Personally, I think he must be in need of therapy owning several wooden boats but this absolutely gives him a level of credibility few yard managers possess. Certainly most owners of fiberglass boats appreciate what it is like to own a wooden boat, and the wooden boat owners really love him because they share the same sickness! Now with Ken and Jock's experience at KKMI, why would you take your boat anywhere else?" Kaplan added.



# RONICLE

530 WEST CUTTING BOULEVARD  
POINT RICHMOND, CA 94804  
(510) 235-KKMI fax 235-4664  
e-mail: [kkmi@sirius.com](mailto:kkmi@sirius.com)

CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM

## "Now is the time to buy a Swan!" What a cliché!

While it may sound like a sales pitch, it's true. Now really is the best time to buy a new Swan. Why? One reason is the exchange rate; it hasn't been at this level in many years. This allows the purchase of a new Swan to be not only feasible but also truly an incredible value. Don't just take our word for it, the facts speak for themselves. For example, in a six month period KKMI will have either sold or delivered five new Swans to Bay Area clients — a 68, a 57, a 48 and two 44s! The factory has a backlog of orders with many boats not ready for delivery until 1998! Truly, the reason we are selling so many Swans is because of the fantastic value.

Come see the new Swan 44 MkII at Pacific Sail Expo and judge for yourself.

**NAUTOR'S  
SWAN  
SAN FRANCISCO**

No doubt you'll see why Swan has earned such a great reputation. But more importantly, tell us what it is you're looking for in a boat. We've been in the marine business for over 25 years and know a great deal about Swans, and about other boats as well. We understand not everyone is willing to wait, and if you're thinking about a new Swan, you are going to need to wait a few months. On the other hand, when the time

comes to build the ultimate pilothouse cruising boat or something really spectacular like the new Swan 100+, time becomes secondary. Come on by and visit us and we will do our best to help you out. Who knows, your dream of someday owning something very special like a Swan may be closer than you think!

**The SWAN line: 36, 40, 44, 46, 48, 53, 56, 57RS, 60, 66, 77, 86, 90, 100+**

## HERB CRANE



### Tuesday Turnbuckle

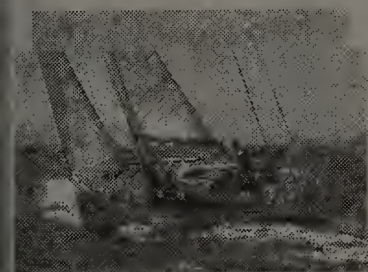
**THREE DOT YOT:** At the Miami Boat Show the mood was nearly euphoric . . . after many years of the sailing industry being in the doldrums . . . the breeze has finally filled in. Across the country there is an obvious shortage of previously owned boats for sale and many builders have something they haven't had in years . . . a backlog of orders. For example, no sooner had City Yachts received its first Sabre 402, then it was sold. The new owners are Lynn and Bruce Munro who have named their boat "Princess". . . The next Sabre 402 is not available for several months and that boat has been spoken for as well. The brokerage business at City Yachts continues to thrive with more clients than there are boats for sale. City Yachts is so anxious to list your boat for sale they continue to offer a free berth, forever, to any seller who lists his boat for sale with them. If you are thinking of selling your boat, these are the people to call.

★ ★ ★

**'ROUND THE YARD:** Certainly one of the highest compliments any customer can pay a boat yard is being a repeat customer. One such KKMI customer are the Scotts, owners of the Cal 39 *Allegria*. They brought their boat in last summer for a complete checkout prior to their winter cruise to Mexico. After a relaxing three months they decided to truck the boat home rather than sail up the coast. The boat was brought into the yard, commissioned, and is sailing the Bay once again. Thanks for the vote of confidence Gene and Susan! Not too many boat yards receive fan mail but KKMI receives a steady flow of letters of appreciation. Here are some excerpts, "What a difference! Never have I received the quality nor caliber of service that KKMI provided" . . . "The bottom line is that I couldn't have been more pleased with my first experience at KKMI and I will be sure to tell my boating friends to take the trip across the Bay. It's worth it!" . . . "What a great time I had in your boat yard" . . . gosh, you're making them blush . . . they love it!

★ ★ ★

**SHAMELESS COMMERCIALISM:** Promoting any business is difficult and the marine business is no exception. Most companies can't afford professional help with their advertising so they do it "in house". Such is the case at KKMI. Anyone who's ever done any advertising can tell you . . . it's not easy. Getting your message across without using a worn out slogan is tough and if your company has something special — like exceptional prices — the task is even more difficult. Several months ago KKMI ran an ad with a silly picture of Ken and Paul looking "mad". They got "mad" because they'd been promoting how great their prices were, yet somehow the message wasn't getting across. Realizing they needed to do something more dramatic they decided to use a bit of "sizzle". While most people accept this in the manner it was intended, which is to get your attention in a playful way, everybody may not approve. KKMI works very hard at listening to their customers and certainly the last thing they want to do is offend them. If they have offended, they do apologize.



**SWAN 44 Ocean Magic (1973)**

Elegant, classic S&S design with typical Nautor quality construction. This fine example has been extensively restored over the last two years. A V-berth has been added forward, the interior has been entirely refinished and reupholstered. All systems have been methodically refurbished. Call for details.



**SWAN 46 Hi Ho Silver (1988)**

This tri-cabin version is the second Swan 46 built for her owner. She's been lightly used and professionally maintained. Lying in Mallorca, she is just waiting for a new owner to take the downwind slide to the Caribbeian, before bringing her home.



**SWAN 441 Patty Sue (1979)**

Ron Holland designed and Nautor built, "Patty Sue" is the epitome of the gentleman's racing/cruising yacht. Teak decks and interior, B&G instruments, fully battened main, 4 jibs and 2 spinnakers, make this a must see yacht. The owner has asked us to solicit offers on an asking price of \$165,000.



# SIGHTINGS

## treasure — cont'd

Valiant), but he didn't know what to ask for the proof coins.

"I finally just picked \$6,000 and sold the first one right away," he told us. "The next week, the guy who bought it sold it for \$12,000. And the last I heard, it had sold once more — for \$25,000!"

The international consortium that found the wreck of the *Jesus Maria* gets to keep half of that they recover. The rest goes to the government of Ecuador.

## not so bitchin', bob

Several of you have written us asking if we have anything to do with *Latitudes & Attitudes*, a bi-monthly sailing magazine that started publication recently. It's a fair question, as the names of the two magazines are similar enough to confuse anyone.

continued outside column of next sightings page

## broken toys

Jose's Alviso Slough and the Coast Guard's 'Delta Partners' — have encountered the usual obstacle of cost and who should pay for removal. The last owner of record is responsible but generally is impossible to trace. Some removal has been accomplished by a combination of mitigation by industry and private donations, but positive longterm funding is needed. Unfortunately, unlike abandoned automobiles, old boats usually have a negative scrap value.

The average cost of removal of a 30-ft wooden hull and disposal to a landfill is estimated at about \$3,000, and a sunken 85-ft fishing boat may run \$250,000. Legislation





## — cont'd

has been introduced in Congress (HR 4010) by Representative Stark of San Jose, and in the State Legislature (SB 172) by Senator Rainey, Contra Costa, both addressing the legal aspects of abandonment and making some provisions for funding removal.

Another proposal is to imitate the Motor Vehicle Department's 'Abandoned Vehicle Trust Fund' and impose a \$1 increase in the Boaters Registration Fee, which is now \$10 for two years. A new 'Abandoned and Derelict Vessel Trust Fund' would be administered by the Department of Boating and Waterways who have been very successful in

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## not so bitchin' — cont'd

The truth is, we don't have anything to do with it — at least not directly. When *Big O* crossed the Atlantic and Med in '95, it was sometimes in the company of the *Formosa 60 Lost Soul* owned by Bob Bitchin of Marina del Rey. The crews of the two boats spent quite a bit of time together, and Bitchin spent more than a little time reading *Latitude*. Who knows, maybe the name got lodged in his subconscious.

Bitchin is a colorful character, physically and otherwise. He says he weighs well in excess of 300 pounds and his body is adorned with many tattoos. He made his cruising money by publishing tattoo and motorcycle magazines. Indeed, his partner in the new publication is the publisher of *EasyRider*, a wildly successful biker magazine. A very congenial guy, Bitchin is nonetheless the only person we know with the letters 'FTW' — which he told our crew stands for 'Fuck The World' — on his mainsail. It's why, we suppose, his new magazine is published by FTW, Inc.

For whatever reason, sailing magazine after sailing magazine has seemed to want to capitalize on *Latitude*'s name and/or hard-earned reputation. A couple of years after we started, a fellow in Seattle — in an apparent fit of wild originality — started a magazine by the name of *Latitude 48*! They subsequently changed their name to *48° North*. But the copycatting continued, as other nautical magazines in the United States and as far away as Turkey (*38 Nauty News*), London (*Latitude 52°*) either used variations of our name or claimed to be 'the *Latitude 38* of \_\_\_\_\_ (fill in the blank).'

While the imitation has been flattering, it has created some genuine practical problems. To this day our office is bedeviled by advertisers and subscribers who understandably wonder if *48 North*, *Longitude 122* or the others are somehow affiliated with us. How much easier life would have been if they'd picked an *original* name to distinguish their work!

In any event, we raised the problem of reader and advertiser confusion with Bitchin, certain that a fellow cruiser wouldn't want to trade on *Latitude*'s reputation. But he seemed surprised we'd think there would be any confusion. "*Latitudes & Attitudes* doesn't sound anything like *Latitude 38*," he argued — sounding as believable — to us, anyway — as O.J. saying he didn't know how Nicole's face got all those bruises.

We tried to explain to Bitchin that subscribers, ad people, and others invariably shorten publication names. We're as commonly known as '*Latitude*' as we are '*Latitude 38*'. And if Bitchin's publication were to be successful, it would only be natural to shorten it to '*Latitudes*'. What a confusing situation that would be for everyone.

Bitchin said he'd think about changing the name. But based on the first edition, he apparently didn't think very hard about it. For not only is the name still confusingly similar, but we assume he wanted to rub it in by using the exact same logo type for the page number/publication name at the bottom of each page.

US

THEM

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*Latitudes & Attitudes* 59

We haven't asked our readers for much over the years, but we're asking you to do something for us now. If you agree that the name *Latitudes & Attitudes* is likely to create confusion with *Latitude 38*, we'd be very grateful if you picked up the phone, dialed toll-free 888-8-WE-SAIL, and told Bitchin so yourself. Our intent is not to stop Bitchin from starting his magazine, because we believe in free markets. And while it's not our style to fight such issues in court, we'd still like to save our extremely hard-working office staff and ad guys from having to take on another task — that of repeatedly having to explain that Bitchin's *Latitudes* doesn't have anything to do with *Latitude*, and *Latitude* doesn't have anything to do with *Latitudes*. After all, it is confusing, isn't it?

And there's certainly no need for such confusion, not with all the other more appropriate names available for Bitchin's new publication. *Bikin' Boater*

continued outside column of next sightings page



## not so bitchin' — cont'd

is good, so is *Tattooed Sailor*, but what could be better than *EasyCruiser*? If you've got a suggestion of your own, pass it along when you call 888-8-WE-SAIL.

As for Bitchin, we hope he finds success in all endeavors — not the least of which is discovering a unique identity for his own magazine. Meanwhile, we hope that all readers and advertisers will please keep this in mind: *Latitudes & Attitudes* is the 300-pound tattooed guy from Marina del Rey who goes by the sentiment, 'Fuck the World'. We're the Northern California guys who suggest everyone 'Go Where The Winds Blows'. We like to think that's a difference as big as Mr. Bitchin himself.

## broken toys

providing loans and grants for boating facilities throughout the state. A sunset clause could be effective if and when the fund was no longer needed.

RBOC and its legislative committee are working with state officials and the departments involved to develop a full understanding of the scope of this issue and the options available to addressing the situation. Ultimately, it boils down to the fact that we





## — cont'd

recreational boaters have to be responsible for picking up our toys when we're through playing with them. The commercial vessels are an entirely different matter. Keep tuned, we'll need your help.

— robert hoffman,  
past president, RBOC;  
reprinted from the March, 1997  
RBOC newsletter, Boater Brief

## short sightings

**ST. IGNACIO LAGOON, BAJA** — Crafty whaling skipper Charles Scammon almost eradicated an entire species of whale in the late 1800s. Now a joint effort between the Mexican government and the giant Mitsubishi Corporation may pose another significant threat to the future of the California Gray Whales.

The controversy is over a multimillion-dollar salt evaporation and shipping facility slated for St. Ignacio. Facets of this would include 116 square miles of adjacent desert as evaporation ponds (similar to those in Redwood City), and a mile-long concrete pier from which to ship the 7 million metric tons per year the facility would yield.

A spokesman for Mitsubishi called the site "perfect for a solar evaporation salt factory. Nature created it. You don't have to do anything except wait for two years until the water turns to salt." Well, and build this humongous pier and have all these ships coming and going — which environmentalists say will cause a significant interruption in the life cycle of Gray Whales.

As they have from time immemorial, the Grays summer in the Bering Sea. Every fall, they migrate 12,000 miles south — the longest migration of any mammal — to several location in Baja to bear their young. One of these bays is named for the enterprising if merciless Charles Scammon, who stumbled on it during one of his whaling trips. It was the veritable mother lode for the whalers — all Scammon and his crew had to do was row around and kill whales all day until their holds were full of oil. To expedite things, the whalers often used the tactic of harpooning calves. When the adults came to the aid of the squealing youngster, they'd harpoon them. Scammon kept his lagoon a secret from other whalers, almost singlehandedly wiping out the species over the years. Another hunt in the 1920s decreased their numbers even more, to an all time low of 2,000.

Today, the gray whale numbers are back up to about 24,000, and the animals were removed from the endangered species list in 1994. They regularly thrill many thousands of humans each year who watch their migrations from land or sea, or who venture out in Scammon's Lagoon, St. Ignacio Lagoon or Magdalena Bay to see the docile leviathans and their young up close.

The two groups spearheading the effort to kill the salt factory plan are the Mexican environmental organization *Grupo de los Cien*, and the Los Angeles-based Natural Resources Defense Council. Says attorney Joel Reynolds of the latter organization, "The fear is, if this project goes in, it would really be able to co-exist with the Gray whale. It's a big potential threat to an animal only recently removed from the endangered species list."

**COYOTE POINT** — Harbormaster Carol Leonard asked us to inform boaters that the fuel dock at Coyote Point closed March 31. She is working on a plan to have her staff pump gas intermittently until they can get the permits to reopen the dock under county auspices (it was formerly run by Eagle Yacht Services). In the meantime, boaters can either head down to San Leandro, or call the marina phone at (415) 573-2594 for a recorded fuel-dock update.

**LA HAGUE, FRANCE** — Fifty-pound clams and three-eyed fish: radiation on a beach adjacent to the nuclear reprocessing plant at La Hague is up 3,000% from 'acceptable' levels, Greenpeace announced last month. The measurements were taken from a pipeline that carries waste water from the plant into the sea. The pipe is usually submerged, but the lowest spring tides in 10 years have recently exposed it at low tide.

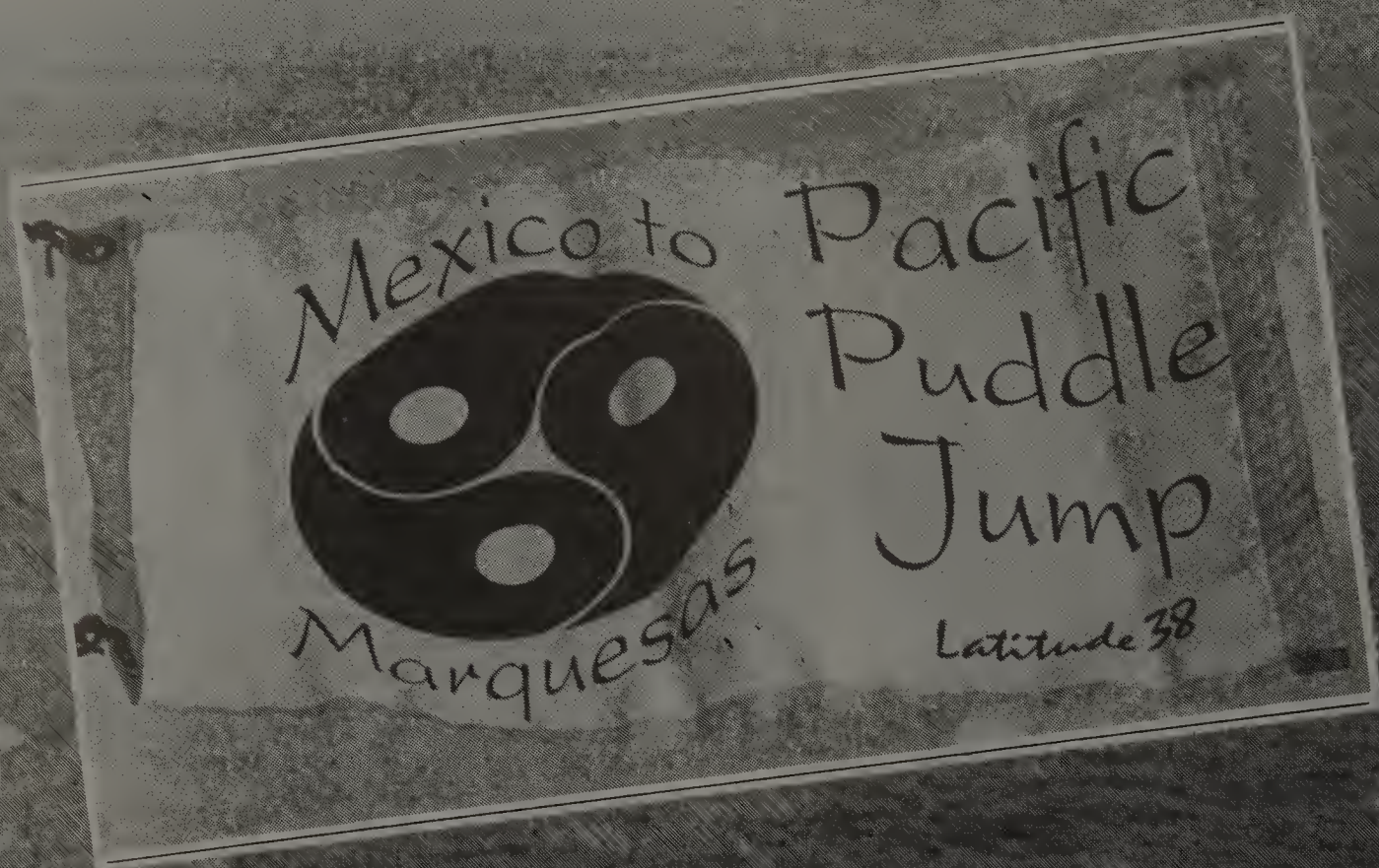
**SAUSALITO** — A reprieve has been given the steam schooner *Wapama*, that huge landmark/eyesore that dominates the Sausalito waterfront. When it was announced the 1915-built ship was slated for breaking up under the parent San Francisco Maritime National Historical Park's new draft management plan, hue and cry arose once more for the old warrior. And once more her death sentence has been commuted. In a resolution passed on February 12, the Maritime Park Advisory Commission "encourages and supports the Save the *Wapama* Committee in its efforts to save the world's last steam schooner, the 215-ft *Wapama*." A recent survey found a reconstruction of the ship feasible, and Berkeley-based Tri-Coastal Marine has been retained to develop an analysis and plan for the restoration.

So far, the 'lifejacket issue' — StFYC's requirement that all sailors wear 'adequate personal flotation' on every boats, all races — has turned out to be a non-issue. Everybody's doing it, some with more style than others. Like Ed Wesley here, who appeared in this getup ready to race the Spring One Design Regatta on the Olson 30 'Jack's Back'. (Perhaps the StFYC's wording "adequate personal flotation" is a tad vague.) It was all in fun, of course. When the racing started, Ed traded in his 'helium harness' for a pair of SOSpenders.

LATITUDE/ROB



# DREAM CHASERS —





## '97 PACIFIC PUDDLE JUMP

Every year about this time dozens of cruisers sail west from Mexico toward the setting sun, in most cases chasing dreams they've nurtured for years of tranquil lagoons and palm-fringed beaches.

Wordsmiths that we are, we've decided to brand this ambitious migration with a name: the Pacific Puddle Jump. We recently combed the docks of Puerto Vallarta in order to meet as many 'Puddle Jumpers' as possible. We acknowledge their feat here in print so acquaintances back home can at least enjoy the vicarious thrill of knowing someone who's living the dream!

Yes, the choice of words — Puddle Jump — is meant to be ironic, obviously understating the seriousness of the undertaking. The patch of water between the Mexican mainland and the Marquesas is roughly 2,800 miles — and that's just the rhumbline course! The trip could take heavily-laden cruising boats a month or more to complete. Nevertheless, with the exception of creeping along through the doldrums, this crossing is

normally characterized by glorious days of broad reaching through increasingly warmer latitudes — unlike crossing the 'pond' (the Atlantic) from North America, which requires a frosty, northerly course.

Although each boat ultimately sails independently of others in the westbound

*Exit, stage left. As the '97 Puddle Jump fleet sails west from Puerto Vallarta, Mexico, they embark on a grand adventure that some have been planning for years. They are the lucky ones. Those left behind can only dream about the exhilaration of crossing the Pacific with the trade winds. It's enough to make even an iguana feel melancholy!*



# DREAM CHASERS —

fleet, many crews become well acquainted prior to heading for the horizon. During the long days and nights at sea many keep in touch with each other by ham radio or SSB, which fosters a sense of community and adds a measure of security.

Most of the folks you'll meet on the following pages have already spent a season or two cruising Mexican waters and have thereby shaken the bugs out of their systems — or in some cases simply thrown them



*Coupled up for cruising: Jim and Barbara.*

overboard! Still, most we met were quick to admit they've still got a lot to learn about open-water passage-making, and were looking forward to the long sail to their first tropical landfall in the Marquesas.

We salute the Mexico to Marquesas Pacific Puddle Jump class of '97 and wish them steady breezes and smooth sailing always.

## **Berkana — Valiant 40 Jim Lavers & Barbara Purves, Vancouver**

Jim and Barbara got married last August and set off cruising two months later. Jim had his mind made up to cruise the South Pacific long before meeting Barbara, but luckily she was easily recruited to share his dreams.

Both partners grew up around the water, she in B.C. and he in Cornwall, England, where his dad worked in the boatyard that fitted out vessels for such famous voyagers as Sir Francis Chichester and Ann Davidson. Jim has done extensive cruising twice before: in '77 he sailed from Vancouver to Costa Rica and back, then in '80 he sailed to Mexico and returned to Vancouver via Hawaii.

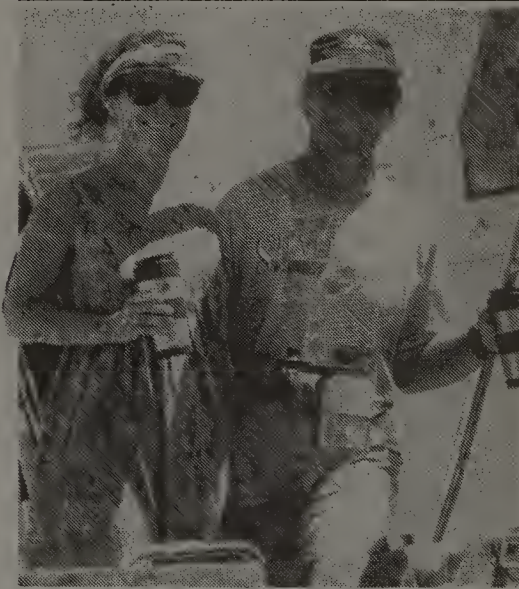
When he arrived home after that last trip, he intended to gather another cruising kitty and get back out there ASAP, but somehow 17 years slipped by! Well aware of how plans

change, Jim and Barbara are therefore reluctant to announce a concrete cruising itinerary now. Plan A, however, is to spend the season in the South Pacific, head to Kiwiland for the New Zealand summer, then circle back home via Hawaii. Then again, plans *always* change.

## **Azure — Jeanneau 36 Rodney & Jane Pimentel, Alameda**

Rod and Jane are two of the youngest rat race refugees in this year's cruiser fleet. Since the first item of business aboard *Azure* is always brewing the morning lattes, new cruising friends have been known to chide Rod and Jane about yuppie decadence. Actually, though, they ascribe to the philosophy that less is more — or, more specifically, 'smaller = sooner'. Rather than wait until they could afford a bigger boat, they decided to set off this year on their 36-footer.

Raised in Alameda, Rod grew up around the Bay Area sailing scene, learning to swim in the Encinal Yacht Club pool and spending an untold number of weekends racing on the Bay. He claims Jane is the only ladyfriend



*Latte anyone? Meet Jane and Rodney.*

he's ever had who's the least bit interested in the cruising lifestyle. They were married at the St. Francis YC in '95, then set sail on their one-year anniversary.

Before leaving the Bay, Jane could often be seen blasting along on her sailboard off Coyote Point. She brought her board and rig with her to Mexico, where she's been trying to teach Rod how to 'water start'. One of her personal goals for this trip is to meet the king of the 'friendly kingdom' — Tonga.

Since leaving California last November

they've explored much of the Mexican coastline. Their favorite spot? Tenacatita Bay, famous for its 'fish rolls' and its lush mangrove lagoon. During their travels, Rod's been doing research on tequila. His favorite by far is *El Jimador*, a smooth, modestly-priced concoction that's unfortunately hard to find in the U.S.

Rod and Jane plan to follow the 'coconut milk run' west to Tonga, then head south to New Zealand. Beyond that, who knows?

ALL PHOTOS: LATITUDE/ANDY



*Why are these people beaming? You would be too if you were about to sail off to the South Pacific after fantasizing about it for years.*



# '97 PACIFIC PUDDLE JUMP



*Sailing samaritans: Kathleen and Gary.*

## **Evergreen — Cabo Rico Tiburon 36 Gary & Kathleen Tucker Clatskanie, OR**

Setting out from the Columbia River basin, Gary and Kathleen spent a year exploring points north before heading south. This ambitious voyage took them along the verdant B.C. coastline and up through Alaska's Inside Passage as far as Skagway.

They've been in Mexican waters for the past year, but spent a full six months in La

Paz. "It's not hard to get stuck," says Gary. While there, Kathleen volunteered to teach English to kids at the orphanage, and both she and Gary grew genuinely attached to many new Mexican friends they made.

They seem to be far more impressed by the Mexican people than by specific places they've visited. "They're so open and friendly, and they're always trying to please," notes Gary.

"It's like being back in the '40s or '50s," adds Kathleen. "In the evenings families stroll around town together and when you say hello, they encourage their kids to talk to you rather than pulling them away in fear."





# DREAM CHASERS —

With her love of people, Kathleen's biggest regret in preparing for this trip is that she never took the time to learn Spanish. "You can get by without it," she says, "but having a meaningful conversation is another matter."

Claiming to be "amateur sailors," but "professional motorsailors," Gary and Kathleen's transition to cruising is a peculiar one: when they bought their boat seven years ago they had visions of cruising, but didn't know how to sail! With a few lessons and lots of practice, though, they're now living the lifestyle they once only dreamed of.

Robbie Whitcotten and John Scott are rounding out *Evergreen's* crew on the crossing to the Marquesas.

## **Nanamuk — Endurance 35 The Dodge Family, Victoria**

The profile of *Nanamuk's* crew is unique among this year's cadre of Puddle Jumpers. They've already been there, done that, got the t-shirts and worn holes in them. Twelve years after their initial trip, they're simply going back for more — this time with their kids in tow.

From '82 to '85 Robert and Grace cruised the South Pacific — aboard this same boat, which they bought as a bare hull and finished themselves on Vancouver Island.

*Five years of playing hooky! Mom and Pop had to talk Janelle (8) and Alan (10) into the idea.*

That first circuit took them through the islands to New Zealand, north to Japan and east across the North Pacific back to B.C. The trip was "all we dreamed it would be, only better," recalls Robert.

When they returned home that time, their plan was to quickly gather together another cruising kitty and set out again. Wrong. Enter son Alan (now 10) and Janelle (now 8).

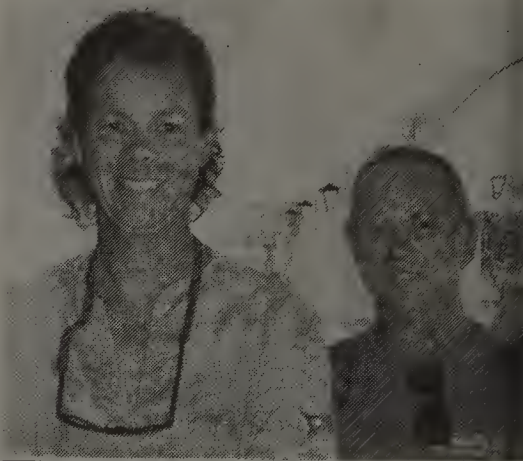
Although the kids seem less excited than their parents about setting off on this five-year circumnavigation, Robert and Grace are convinced it will give them 'life skills' that they'll benefit from for years to come. Along the way, the kids will do school work from standard B.C. curriculum. "We don't expect them to have any deficiencies in their education, and they will certainly be prepared to be good citizens of the world," says Robert. "And hopefully they'll know what it takes to be happy."

Knowing the South Pacific as they do, Grace and Robert are particularly looking forward to re-visiting New Zealand and the Vava'u group of islands in Tonga. "It'll be like going home again!"

## **Lazy Lightning — Newport 41 Jamie McPoland & Jerry Apt Long Beach**

Jamie is another Puddle Jumper who's already been to the South Pacific. At age 15 he started traveling the world as a merchant mariner and worked his way up to the rank of ship's engineer. Of all the ports he visited, Tahiti was the most impressive and he's never stopped yearning to return. "If you've been there, it will steal your heart and you'll be back."

So Plan A is to return to the fabled isles of grass skirts and coco palms. He plans to



*Return to paradise: Jamie and Jerry.*

spend lots of time exploring the clear lagoons of the Tuamotus en route.

Like several other Puddle Jump skippers,



# '97 PACIFIC PUDDLE JUMP

Jamie's dreams of cruising predate his romance with the woman he loves. Talk about an understanding wife! They honeymooned in Puerto Vallarta in January, and she gave him permission to go cruising in March. Apparently she likes the idea of tropical landfalls, but doesn't yet have the confidence to cross oceans. She may fly out to the tropics later to enjoy some inter-island cruising aboard *Lazy Lightning*.

In her place, Jerry Apt of Portland will crew to Tahiti. He's also an engineer, but his 'engineering' is done on a diesel locomotive rather than in the bowels of a liner. Jerry plans to jump the puddle in his own boat in years to come.

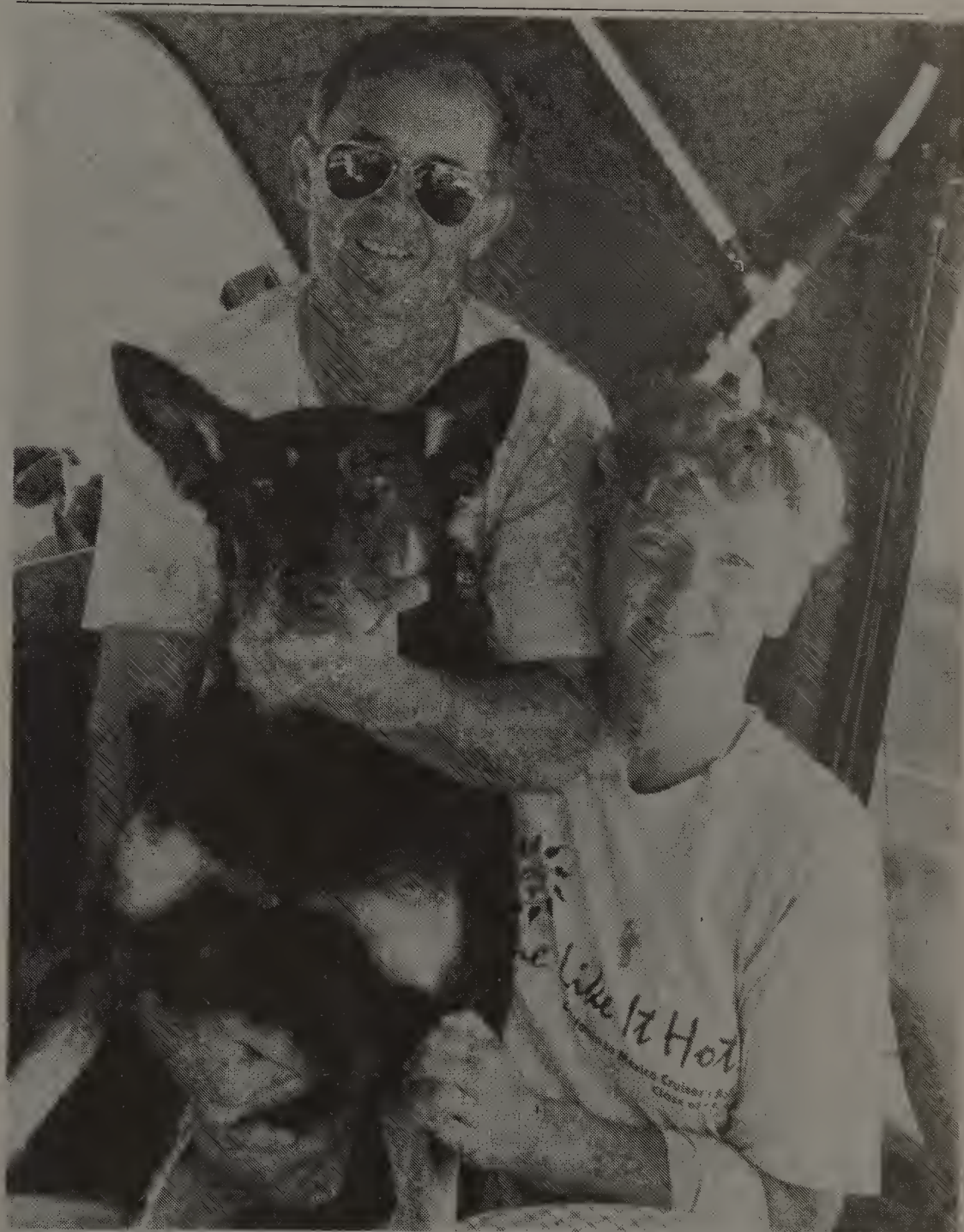
## **Tara — Downeast 45**

### **Mike O'Neil and crew, Seattle**

If times get tough out in mid-ocean, anxious Puddle Jumpers might want to dial up Cap'n Mike O'Neil for some consolation. Having spent his career as a U.S. Navy chaplain, he's certainly an experienced listener.

Mike began sailing as a teenager. After retiring from the service in '89, he focused much of his attention on his long-held dream of circumnavigating. In March of '96 he bought *Tara* and set off cruising five months later.

Two other avid sailors will crew for Mike. Jeff Sloboben hails from Maple Valley, WA, but makes his living as a Bering Sea



## **Tillicum — Seabird 37**

### **Rosalyn Brand & Robert Dicks, Vancouver**

Several boats in the Puddle Jump fleet list male and female partners as 'co-captains' but *Tillicum* is the only boat this year where a lady carries the title of captain and her man has the role of first mate.

Robert has no problem with this arrangement: "This way if things get screwed up, it's all *her* fault," he jokes. They further explain that *Tillicum* is Rose's boat; Robert sold his so they could cruise together.

"This is our third *shakedown* cruise!" they explain. Having done extensive coastal and offshore cruising twice before, you might expect them to be setting off around the world this time, but a full circumnavigation is still a few years off. This time they'll cruise

*The prize for the longest set of shakedown cruises goes to Robert, Otter and Rose.*

the Marquesas, Tuamotus and Societies before jumping north to Hawaii from Bora Bora, and eventually returning home to B.C.

Rose is originally from England, but grew up on Vancouver Island, naturally spending lots of time around the water. Robert, also from England, has had a boat of one sort or another since he was five. They've been together as a couple for 20 years, and by all appearances make excellent cruising companions. Their dog 'Otter' will keep them company during long, lonely watches at sea.

Rose and Robert rave about the wonderful friendships they've made during their travels, both with other cruisers and with Mexicans. Illustrating the integrity of most Mexicans they've met, Robert and Rose



**Who ya gonna call: Jeff and Mike.**

fisherman. No wonder he wants to sail in the tropics! Greg Branch is a mechanical engineer from Seattle. Making this trip is a "30-year-old dream I would not let slip away."

Together, *Tara*'s crew looks forward to exploring the tropics, but are most interested in visiting New Zealand. If weather permits, they plan to cruise Milford Sound before crossing to Sydney and continuing on around the world.



# DREAM CHASERS —

tell of when their dinghy was stolen recently. Within a half hour of putting the word out on the radio net, a Mexican fisherman advised that he'd retrieved the partially submerged boat, minus its engine. Not having a pump, the poor fisherman re-inflated the boat by mouth in order to return it to *Tillicum*.

**Dream Catcher — Hardin 45**  
**Jim & Mickey Harnage, Newport Bch**  
 Since they plan to share all the work, responsibilities and decision-making



Catch this: Jim and Mickey.

involved with this ambitious trip, Jim and Mickey list themselves as co-captains.

Having logged 15,000 miles since they started cruising three years ago, they are both now highly experienced ocean sailors. Although they enjoy meeting new people and discovering new places, passage-making is their favorite part of this new lifestyle.

As they were enjoying the Mexican sun, it was ironic to hear them say Alaska was one of their favorite destinations so far. Starting from Newport Beach, they coasted to P.V., then sailed offshore to Hawaii before heading east again to Alaska. They cruised the awe-inspiring waterways of the Inside Passage before heading back south again.

The name *Dream Catcher* says a lot about Jim and Mickey's motivations for cruising, but besides being eager to swim in the Tuamotus, their itinerary is definitely loose. The only concrete goal they admit to is "to go through the Panama Canal from the other side!"

Headin' west: Chuck, Big Erik and Eleanor.



**Nereus — Formosa 46**  
**Chuck & Eleanor Batterson, Carlsbad**

Although she says it with a smile, Eleanor claims, "The captain is *making* me do this! He took me kicking and screaming onto the boat." We think she's kidding, but you never know.

Natives of Carlsbad, CA, Chuck and Eleanor left San Diego in February of '95. Since then, they've cruised Mexican waters, returning frequently to La Paz for events like the Sea of Cortez Race Week and Cruiser Fourth of July celebrations.

They, too, became attached to many locals in this tranquil waterside town. Eleanor helped out in the orphanage, where she bridged the language gap by teaching the youngsters magic tricks. "Mexicans are wonderful people," she says, "and they have a great sense of humor!"

Plan A is to be in Tahiti by July 1 in time for the extravagant annual festivities which precede Bastille Day. From there *Nereus* will voyage west as far as Vanuatu before heading south to New Caledonia and on to Australia, where Chuck and Eleanor plan to spend Christmas.

Erik Anderson, who graduated in December from the University of Nevada, was shanghaied to round out the crew.

**Mardad — 31-ft cutter**  
**Jack & Vicki Niederkorn, San Diego**  
 Jack and Vicki are certainly no strangers



Liveaboard lifers: Jack and Vicki.

to the boating life. They lived aboard a 25-footer in San Diego for 15 years before moving up to their current 31-ft double-ender. "31 feet used to seem *big*," says Jack. "But compared to the boats most people are cruising on these days, it's *small*."

They've put a lot of sea miles on *Mardad* since buying her in '92, having spent the past four years gunkholing around the Sea of Cortez. Since their preference is to lie at anchor in secluded anchorages rather than socialize at crowded marinas, the Sea has been an ideal cruising ground for them.

Having seen much of it by now, however, they're ready for some new horizons. Jack, a professional charter captain and Vicki, a physical therapist, say they've been "working toward this trip for 20 years!"

*Mardad* will island hop to New Zealand, then perhaps around the world. No absolute plans, no promises. Wherever they go, they'll undoubtedly spend plenty of time exploring the underwater world, as both Jack and Vicki are avid free divers.

**Anwagomi — Golden Hind 31**  
**Gordon & Miriam Zittel, San Diego**  
 If any couple deserves a break, it's Gordon and Miriam. They've been teaching high school for over two decades!

Having owned *Anwagomi* for 18 years, the fulfillment of Gordon and Miriam's



School's out forever: Gordon and Miriam.

cruising dream has been a long time coming. At this point, though, their plans are open-ended. They expect to keep cruising "as long as it's fun." And that could be a *very* long time. Admittedly, they're both "gypsies at heart."

Since beginning to cruise in November of '95, they've had many wonderful experiences with the Mexican people they've met. "Mexico is a beautiful country," says Gordon, "and the people are super." One of the highlights for the *Anwagomi* crew so far was spending time at the village of Chacala, where many cruisers have helped build homes for the locals (see *Changes*). Miriam donated 150 grade school books to the new library there — that was built by cruisers last year.

"After enjoying their country as 'guests'," says Miriam, "we like the idea of giving something back to the people." In order to achieve a more realistic understanding of the Mexican people and their heritage, Miriam suggests that potential cruisers read one or both of following books in advance of traveling: *Distant Neighbors* by Alan Riding



# '97 PACIFIC PUDDLE JUMP



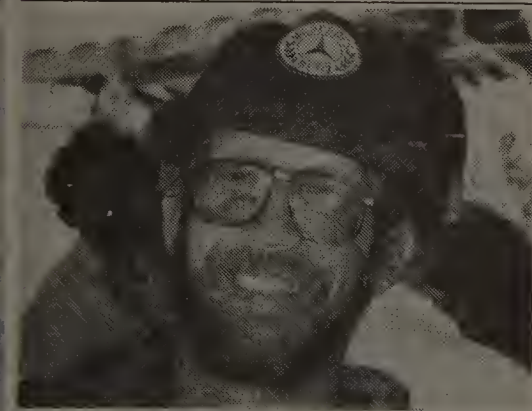
and *The Mexicans* by Patrick Oster.

There's little doubt that this duo will be compatible as they globetrot — they've been happily married for 37 years!

## **Tuntsa — 28-ft cutter Mike Childers, Hawaii**

We're not quite sure what to make of Mike Childers, but he's definitely quite a character. Describing himself as a professional "drunk," the only certainty he'd admit to in his cruising plan is that "the sun will rise tomorrow." Still, Mike claims he's been out there cruising since the '70s.

His first voyage was from Hawaii to California in 1956, when he was only two. Since then, he's done a great deal of single-handing and racing as well as occasional boat deliveries. He arrived at Puerto Vallarta aboard a 19-ft Herreschoff ketch which he singlehanded 2,000 miles from California. Having now upgraded to a 28-ft Bristol



**Return to 'out there': Mike.**

Channel Cutter, he feels he'll be cruisin' in style.

Basically, he's just "going to see what's there." But he does have one special fantasy. On some remote island, he pictures a scene where the king's beautiful daughter is being

*Fostering diplomacy on their own terms, Mary-Lou and Bernie plan to take their time.*

attacked by sharks. He jumps in and heroically saves her, earning the incalculable gratitude of the king, who grants Mike his daughter's hand in marriage, gives him his own island and showers him with riches.

Dream on, Mike.

But... if this fantasy does come true, be sure to send us a write-up with photos for *Changes in Latitude!*

## **Diplomatic Retreat — CT 47**

**Bernie & Mary-Lou Gagosz, Ottawa**

Naming their beautiful 47-footer *Diplomatic Retreat* seemed like a good idea at the time. After all, both Bernie and Mary-Lou are newly retired Canadian diplomats. But there is a down side: "Everybody thinks we're politicians!" says Bernie, with obvious distaste. Having been an ambassador to many countries throughout his career, he's quick to make the distinction between statesmen and politicians.

As they set out across the Pacific on what they assume will be a 10 year circumnavigation, Mary-Lou and Bernie are elated to be leaving all the bureaucratic B.S. behind, but are looking forward to rekindling relationships with many of the friends they made overseas during their years of service — especially in Australia, Singapore and the Philippines.

During their cruise through Mexican waters, these well-traveled voyagers have been seriously impressed with many of the Mexican people they've met and/or hired to work on their yacht. "Hollywood has a lot to answer for in terms the negative ways Mexicans have historically been portrayed in films," says Bernie. "Almost all of the people we've met have been extremely hard-working, honest and capable."

Mary-Lou and Bernie first learned to sail many years ago during their diplomatic stint in Greece. They wanted to tour around by bus, but their ambassador convinced them the only way to see the country was by sailboat. So they began exploring — with their two young tots — and have had the fever ever since.

## **Amon-Re — 26' Catamaran Ray Murdoch, Revelstoke, B.C.**

"One of the best things about single-handing," says Ray, "is that I win all the arguments!"

Although his feat of solo sailing from Vancouver Island all the way to Puerto Vallarta is impressive, his boat's track record outshines his own accomplishments to date. *Amon-Re* is listed in the Guinness Book of



**Alone, but together: Ray.**

World Records as the first and smallest cat to be solo circumnavigated. Although Ray wasn't on that trip, his current plans are equally ambitious.

Ray bought this Heavenly Twins cat less than three years ago and has already had plenty of adventures. "I learned more about sailing on the trip down the coast to San Diego that I had in all my previous years." Being dismasted off San Diego was the low point, so far. But the year he's spent cruising Mexico has been filled with good experiences.

Having motorbiked through Central America and ridden rickety buses through South America in the '70s, Ray is well acquainted with travel through third world countries and is now eager to get on with his circumnavigation. The Philippines, Thailand and Asia are high on his list of places to linger after he crosses the big blue puddle.

## **Hot Toddy — Downeaster 38 Dan McGowan & Mike Tumberio, Ventura**

Cap'n Dan is now in his third season of cruising. With his passion for scuba diving, he's had a ball exploring the Sea of Cortez, both above and below the surface. As he



# PUDDLE JUMP

works his way around the world, destinations with prime dive sites like Indonesia and Australia will be high on his list of priorities.

When we caught up with Dan in P.V., he'd just finished a six-month cruising stint with his two teenage sons. Sounds like it was a time of father-son bonding that all will long remember — and the kids caught up quickly when they returned to high school. Dan's wife originally intended to join him on this dream circumnavigation, but sadly, an illness prevents her from making this initial ocean crossing. Both she and Dan are hopeful, however, that she'll be able to fly out and join him periodically.

In the meantime, Mike Tumberio and Will Andre will round out *Hot Toddy's* crew list.

An interesting 'small world' anecdote about Dan is that he used to compete in off-road races against John Johnson of *Cruiser*, who happened to be in P.V. at the time. (John and his wife Nancy were king and queen of Sea of Cortez Race Week last year; as we noted in our Baja Ha-Ha '95 coverage, Johnson won grueling Baja Peninsula road races 15 times before mellowing out and making the run to Cabo at six knots aboard his sailboat!)



Have hair will travel: Dan and Mike.

**T**hrough the coconut telegraph, we've also learned that the following boats have already left from various Mexican ports, and should be making their landfalls about now in the mysterious isles of the Marquesas.

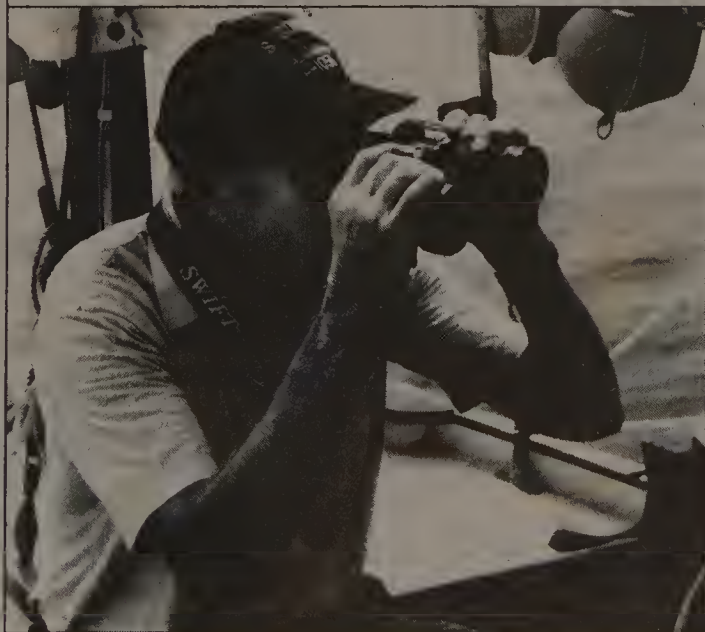
The following info was gleaned from the on-the-dock conversations with a variety of Mexico cruisers. Unfortunately some details could not be verified; we apologize in advance for any inaccuracies.

— *latitude/aet-*

- **Lytic** / Alden 44 / Ted & Joyce Lhamon / Port Madison, WA.
- **Black Swan** / CT 49 / Phil & Beth Parish / Coronado, CA
- **Gumboot** / Choate 37 / The Crum family / Mammoth Lakes, CA
- **Copout** / N/A / Ken, Tiffany & Glyse / Canada.

- **Evenstar** / Tayana 47 / Bob, Linda, Thor / Alaska.
- **Jazz** / C&C 37 / John & Lisa Doherty / Seattle, WA.
- **Renegade** / Golden Wave 42 / Larry Bawden / Sacramento.
- **Jambo** / Tanton 44 / Greg & Patricia Baldwin / Napa, CA.
- **Karina I** / Spencer 44 / John, Karen, Will & Ben / Vancouver, BC.
- **Julie Marie II** / 50' ferro ketch / Jim, Ann & Alex / Canada.
- **Delphis** / Dufour ? / Beverly, Dennis & kids / N/A.
- **Blue Dolphin** / Islander 36 / Hugh & Roshni Freebairn / SF.
- **Duet II** / Bonnie & Greg / C&C 40 / Vancouver, BC.
- **Iolanthe** / Don & Lorraine / 39' sailboat / Alameda.
- **Different Worlds** / Valiant 40 / Al & Debbie Farner / S.F.
- **Volcano** / Frers 64 / Marcus MacKenzie & Cathie Mullen / Newport Beach.
- **Klee Wyck II** / Vancouver 27 / Chris & May Way-Nee / Vancouver
- **Rutea** / Contest 48 / Neal Schneider & Ruth Sandven and kids Ian & Caity / San D.

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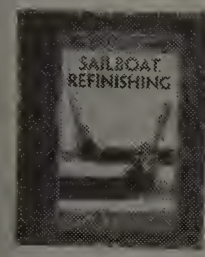


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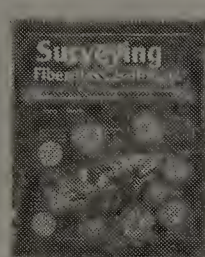


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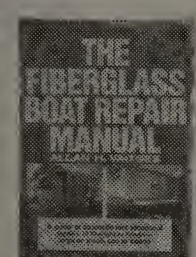
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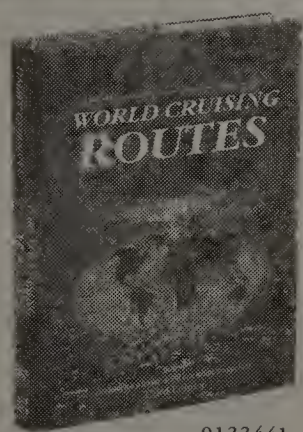
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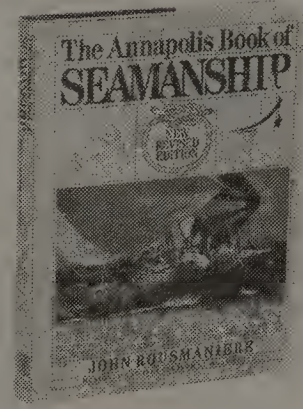
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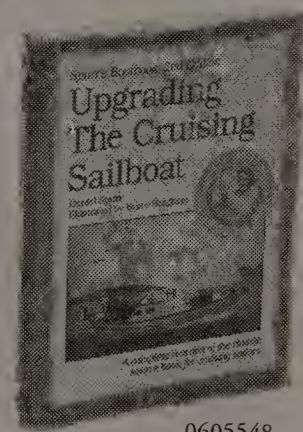
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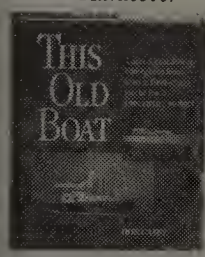
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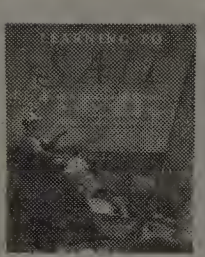
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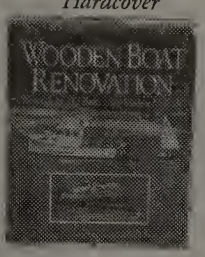
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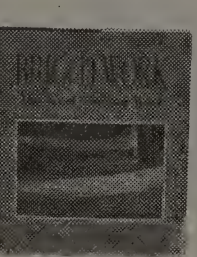
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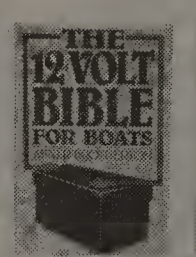
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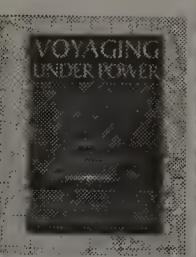
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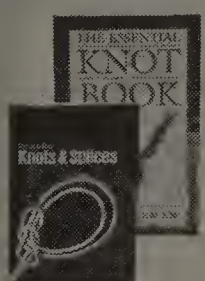
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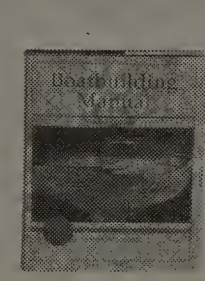
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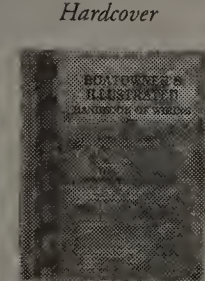
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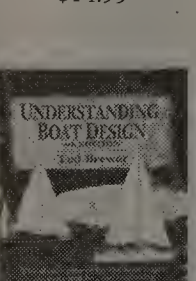
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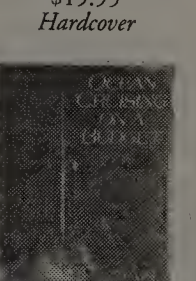
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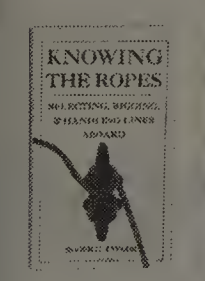
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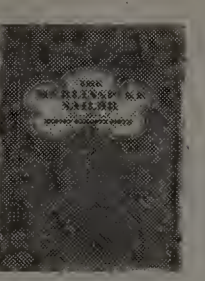
0133913  
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Hardcover



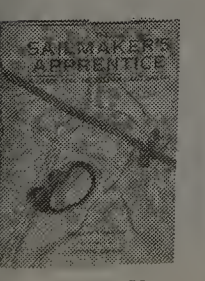
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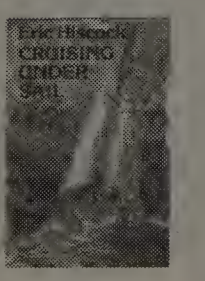
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# PACIFIC SAIL EXPO '97 —

"If this is your coast, this is your show!" So say the promoters of the first-ever Pacific Sail Expo, to be held April 24-28 at Jack London Square in Oakland.

For years key players in the sailing industry have been wishing they had one superior sailboat-only show in the West where they could market their wares to a large — sailboat-only — audience. By all accounts, this will be it — by far the biggest and best West Coast sailboat show ever. In addition to the names we are used to seeing at Bay Area shows, we're told there'll be more sailing-specific manufacturers represented than at any previous West Coast show. In addition to exhibitors, there'll be special events daily and dozens of seminars conducted by leading experts in a variety of fields.

A quick look at the participant list reveals virtually all the major U.S. yacht manufacturers and several foreign firms, as well as marine suppliers whose products span the full spectrum of nautical accoutrements, from bilge pumps to masthead electronics. Sailmakers, windvane manufacturers, liferaft

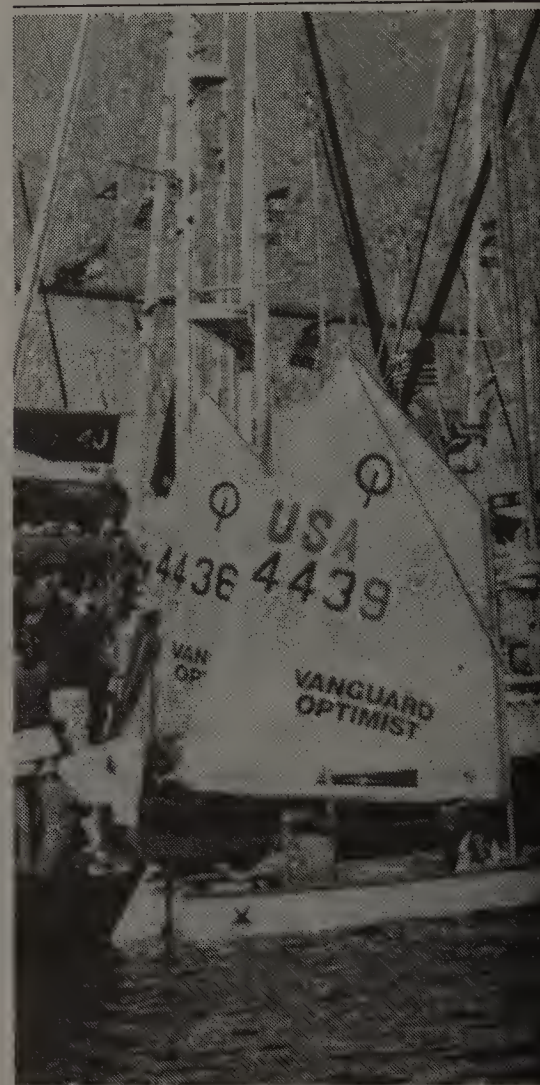
One of the cool things about checking out a product or service at the show is that the folks manning the booths are usually experts on the product or service — in more than a few cases, they'll be the company founders or co-founders themselves. If it's a left-handed whilly-widget you're after, the guy or gal at the manufacturer's booth can probably tell you every minute detail about it's design, construction and maintenance. And when you consider how highly technical sailing accessories have become, having an insider standing right in front of you is a major advantage. Heck, just being able to direct your questions at a living, breathing person instead of having to wade through some automated telephone maze or — God help you — trying to find the info on the Web, is well worth the price of admission.

If you're into yacht vacationing — i.e. bareboating — you'll find knowledgeable folks to consult with who've actually been to most of the places you've dreamed about, and can share personal tips that might not be obvious in the travel brochures.

Taking advantage of discounted pricing is another argument for attending. Not all, but many companies offer 'boat show specials' which add up to substantial savings for consumers — particularly on big ticket items. There will be a large 'test pool' in the main tent for model boat sailing and demos of products like liferafts and survival suits.

Many small boats and sailing dinghies will be displayed inside the tent, while out on the docks several dozen boats — including a BOC 50 and a Whitbread 60 — will be open for inspection. There's no better way for potential buyers to make comprehensive comparisons. Some dealers will give test drives.

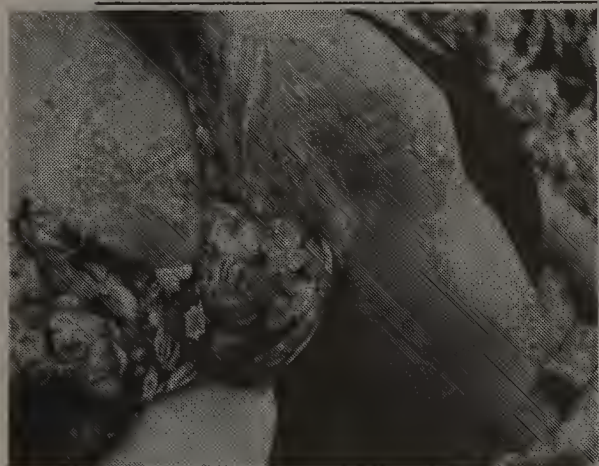
For some, though, the free seminars are the main draw. Every day of the show, free



educational talks will be offered on a wide range of topics. *AmericaOne's* Paul Cayard will discuss A-Cup strategy, *Cruising World* magazine's Barbara Marrett will share South Pacific voyaging experiences, BOC veteran Steve Pettengill will discuss the realities of circumnavigating, to mention but a few.

At the *WoodenBoat* magazine booth, 'natural' boat owners can chat with experts and study traditional craftsmanship and techniques.

Speaking of magazines, don't forget to come by the *Latitude 38* booth and say hi. We'll undoubtedly be at a loss if you ask, "When was that article about Harry and Sally's trip to Costa Rica?" But we will be



LATITUDE/ANDY

fabricators, winch makers — you name it, they're scheduled to exhibit. In addition to boats and hardware, a great variety of other sailing 'services' will be represented such as local sailing schools, international yacht charter operators and special interest sailing organizations.

TIME	TOPIC	SPEAKER	SPONSOR	TIME	TOPIC	SPEAKER	SPONSOR
<b>Thursday, April 24</b>				<b>Friday, April 25</b>			
11 am	Safety at Sea Understanding SSB and e-mail Via Radio	Chuck Hawley	West Marine	11 am	Sailing to Hawaii Celestial Navigation	Barbara Marrett	Cruising World
12 pm	Are You Cut Out for Cruising?	Don Melcher	HF Radio on Board	12 pm	Heavy Weather Sailing	Ken Gebhart	Celestaire
1 pm	Landfalls of the South Pacific	Brad Avery	Orange Coast College	1 pm	Yacht Financing 101	Jill Baty/John Connelly	Modern Sailing Acad'y
2 pm	Refrigeration for Cruising	Barbara Marrett	Cruising World	1 pm	Power to Refrigerate	John Burleigh	Essex Credit Corp.
2 pm	Interplanetary Satellite Imagery	Kevin Alston	Glacier Bay	2 pm	Manual & 12 Volt Watermakers	Cleaves Horton	Sea Frost
3 pm	Cruising: A Woman's Perspective	Michael Carr	Ocean Strategies	3 pm	Budgeting for Cruising	Jane Ford	PUR Recovery
	Understanding Rigging & Short-handed Sailing	Diana Jessie	Sail Magazine		Tides & Currents for Next Week's Vallejo Race	Diana Jessie	Sail Magazine
4 pm	Cruising Mexico	Bruce Schwab	Svendsen's Marine	4 pm	Basic Weather	Kame Richards	Pineapple Sails
5 pm	Make Your PHRF Racer Faster & Easier to Sail	Liza Copeland	Beneteau	5 pm	Channel Islands Cruising	Michael Carr	Ocean Strategies
		Tripp Estabrook	Harken		Ham Radio for Mariners	Brad Avery	Orange Coast College
						Gordon West	West Marine

All seminars are subject to change



# STINKPOTTERS NEED NOT APPLY



*A good boat show is fun as well as informative, with exhibits and demos that are a feast for the imagination.*

LATITUDE/JOHN ARNDT

## Special Expo Events

- The "Learn to Sail" Program. New sailors are invited to take the helm of a Sunfish Laser Escape! On Land: Watch a short Learn to Sail video and on-land demonstration of the workings of a small boat. On Water: Once comfortable with the boat, you can solo sail under the supervision of nearby instructors. **Open all day at the docks.**
- **Sailboat Rides** - \$2 donation to go to Bay Area Disabled Sailors (BAADS). Boats leave every half hour! Register for your ride at the Bay Area Disabled Sailors booth. **Open all day at the docks.**
- Meet **Paul Cayard**, who plans to bring home the America's Cup in 2000. A San Francisco native, Paul is one of sailing's most acclaimed racers. Come hear what it takes to compete in the America's Cup and be a winner! **Sunday, 3 pm.**
- **Steve Pettengill** raced 27,000 miles along aboard Hunter's Child during the BOC Challenge. He took second place overall, the best American finish ever. Steve also won the coveted BOC Seamanship Award for being the best prepared and most determined sailor. **Sunday, 1 pm.**
- "Take the Helm" All Day Women's Program. A full day of on-land seminars and on-water clinics in several versatile and fun Hunter 29.5s. Women of all skill levels are invited to pre-register for this special program through NWSA (National Women's Sailing Association). An \$80 fee guarantees you seats in all seminars and clinics. Call (800) 566-NWSA for a details. **Saturday.**
- The "Melges Fun Cup" is a fleet race of Melges 24s which takes place in the Estuary **Saturday and Sunday.** A charity contribution to the Boys and Girls Club earns you a crew spot. Buddy Melges and Paul Cayard will be among the competitors. Call Brian at (801) 359-1881.
- "Encinal Yacht Club Juniors Regatta" a fun regatta for kids 8-18 right at the show. A variety of small boats will be used on short courses. Call the Encinal for info at (510) 769-0221.
- "Island Yacht Club Special Friday Night Race" Starting at Jack London Square, this not-too-serious event is open to all. Call the club for more info at (510) 521-2980.
- "Opening Day on the... Estuary" If you're planning to sail on Opening Day, why not take a cruise up the Estuary and take in the show. If your boat is based elsewhere, plan ahead and reserve a slip for the weekend.

able to give you the lowdown on such things as the Baja Ha-Ha IV. Sue and Jim Corenman and other notable *Latitude* contributors will be on hand periodically to chew the fat with passersby.

In honor of our 20-year anniversary, we'll have a mini-library full of old *Latitudes* set up so you can browse through two decades of sailing nostalgia. Take note that anyone who shows up with a copy of our first issue will earn a special prize!

If nothing else, come by and pick up a *Latitude 38* tattoo. They'll be free while they last. We'll also have plenty of special 20th anniversary T-shirts on hand to sell, as well as other items of *Latitude* logowear —

terribly chic, of course.

As you may have read in *Sightings*, we are encouraging readers to make a donation to the Coast Guard 'Survivorship Fund', in memory of the three Guardsmen who lost their lives in February trying to save two sailors. We'll match the first \$100 per day and give a T-shirt to any individual who makes a \$100 donation.

All in all, a visit to Pacific Sail Expo *numero uno* should be time well spent for anyone reading these pages. With any luck it will become an annual affair. For details, see the Expo ad on page 33 or call (800) 817-SAIL. On the Web see [www.sailexpo.com](http://www.sailexpo.com). See you there!

TIME	TOPIC	SPEAKER	SPONSOR
<b>Saturday, April 26</b>			
11 am	Understanding Rigging and Shorthanded Sailing	Bruce Schwab	Svendsen's Marine
12 pm	Modern Celestial Navigation	Ken Gebhart	Celestaire
1 pm	Single Sideband Radio and HF E-Mail	Jim Tindall	ICOM
2 pm	Budgeting for Cruising	Diana Jessie	Sail Magazine
3 pm	Chartering in Greece & Turkey	Cynthia Orr	GPSC
4 pm	Mechanical Steering	Phil Quartararo	PYI
5 pm	Computers on Board	Marilee Shaffer	Waypoint
<b>Sunday, April 27</b>			
11 am	Safety at Sea	Chuck Hawley	West Marine
	Home Sail Repair	Jim Grant	Sailrite Kits
12 pm	Computers on Board	Marilee Shaffer	Waypoint
1 pm	Circumnavigation	Steve Pettengill	Hunter Marine

- All seminars are subject to change -

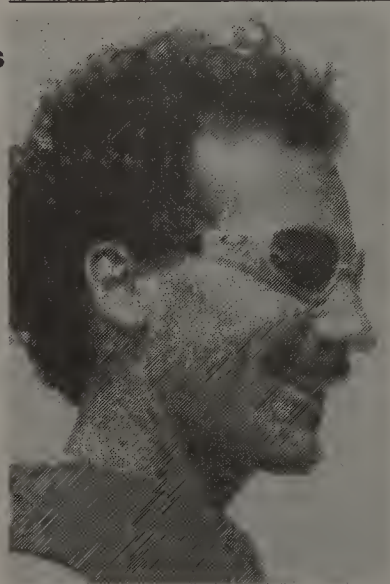
TIME	TOPIC	SPEAKER	SPONSOR
1 pm	Ropes Demonstration	Brian Toss	West Marine
2 pm	Cruising the Greek Islands/Aegean	Tim Monsul	Albatross
3 pm	AmericaOne's Quest for the America's Cup 2000	Paul Cayard	AmericaOne
	Make Your Cruising Boat Safer & Easier to Sail	Tripp Estabrook	Harken
4 pm	Sailing for Couples: Avoiding the Hazards	Kirk Valentine	Tradewinds Sailing Ctr
5 pm	Crew Overboard Recovery	H. Wright/John Connolly	Modern Sailing Acad'y
	Mechanical Steering	Phil Quartararo	PYI
<b>Monday, April 28</b>			
11 am	Ropes Demonstration	Brian Toss	West Marine
12 pm	Self Steering for Blue Wtr Crsg	Stellan Knoos	Sailomat
1 pm	Home Sail Repair	Jim Grant	Sailrite Kits
2 pm	Water Ballast Revolution	John Williams	Whitbread Yachts



# PACIFIC SAIL EXPO '97 —

## Pacific Sail Expo Exhibitors

ACR Electronics  
AFAB Products  
Albatross Private Yacht Chartering Club  
Alcorn Marine Electronics  
America True  
AmericaOne  
American Business Concepts  
Ample Technology  
Aquarius Performance Yachts — West  
Arena Yacht Sales/MacGregor  
Autohelm  
BAADS/Bay Area Association of Disabled Sailors  
B.T.C. Inc./John Mast  
The Bag Lady  
Ballenger Spar Systems, Inc.  
Bay Island Yachts/Cruising Cats USA  
Bay Marine Distributing  
Bay Riggers, Inc.  
Beneteau USA, Inc.  
Boatswain's Locker, Inc./Yanmar  
The Bitter End Yacht Club  
Bluewater Network  
Bottomsiders  
British Columbia Marine Trade Assoc.  
Brookes & Gatehouse  
Bruce Brown & Assoc.  
Byte Boats, Inc.



**A-Cup Challenger Paul Cayard.**

C Cushions, Inc.  
C-Level, Inc.  
Cal-Pearson  
Caliber Yachts, Inc.  
Cape Horn Marine Products  
Captain Al's Products, Inc.  
Catalina Yachts  
The Catamaran Company  
CDI Cruising Design

Celestaire, Inc.  
City Yachts  
Club Nautique  
Community Mattress Co.  
Corsair Marine, Inc.  
Cruiser's Guide Videos  
Cruising World/Sailing World  
Davis Instruments  
Douglas Gill USA  
Dutchman MVB, Inc.  
Edson Corp.  
Edinger Marine Service, Inc.  
El Toro  
Emery Cove Yacht  
Encinal Yacht Club  
Essex Credit  
Euro Marine Trading, Inc./Antal  
Farsight International, Inc.  
First NE Financial  
Forespar Products Corp.  
Furlex (Sail Systems)  
48° North  
Ganis Credit Corporation  
Garhauer Marine  
Genesis Catamarans  
GPSC Charters Ltd.  
Grand Mesa Boatworks  
Guilt Free Gourmet  
Handcraft Mattress Co.  
Harken  
Hayne Industries

Hayn Yacht Hardware/Hayn Industries, Inc.  
Helmut's Marine Service  
HF Radio on Board  
Hobie Cat Co.  
Hood Sailmakers  
Hunter Marine Corp.  
Hutchins Co./Com Pac Yachts  
ICOM America, Inc.  
International Marine  
International Performers, Inc.  
Interlux  
Island Packet Yachts  
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Johnson Hicks Marine Electronics  
JY Sailboats  
Kanter Yachts  
Kaytek Marine, Inc.  
Keefe Kaplan Maritime, Inc.  
KVH  
Larsen Sails  
Latitude 38 Publishing Co., Inc.  
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April 24-28, 1997

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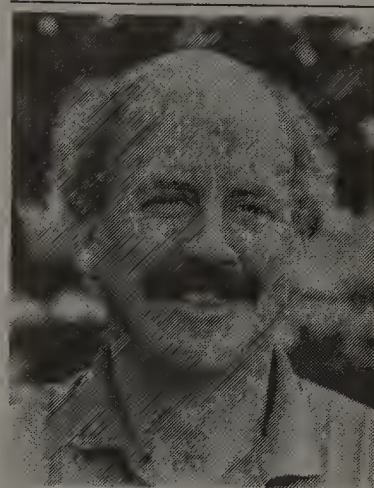
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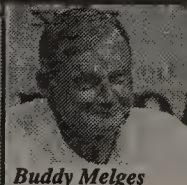
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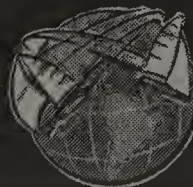
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April 24-28, 1997

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# PACIFIC SAIL EXPO '97 —

## Boats Shown in the Water

\*\*\* current list at press time \*\*\*

Azzura 310  
Beneteau 461  
Beneteau Oceanis 400  
Beneteau 36s7  
Beneteau 351  
Beneteau 321  
BOC 50  
Caliber 40 LRC  
Catalina 42 Mk II  
Catalina 380  
Catalina 34 Mk II  
Catalina 320  
Catalina 28  
Catalina 250 (keel)  
Catalina 400 Aero Rig-Forespar  
Corsair F-28  
Corsair F-31  
Fountaine Pajot Tobago 35  
Genesis Cat PDQ 34  
Genesis Cat 105  
Hunter 450  
Hunter 40.5  
Hunter 376  
Hunter 340  
Hunter 310  
Island Packet 450  
Island Packet 40  
Island Packet 37  
Island Packet 350  
J/160

J/120  
J/105  
J/42  
J/32  
Jeanneau 36.2  
Kanter 53  
Lagoon 35 ccc  
Pacific Seacraft PH 40  
Pacific Seacraft 34  
Pacific Seacraft 32  
Rumbelseat (30-square-meter)  
Sabre 402  
Saga 43  
Seawind 1000 Cat  
Swan 44  
Valiant 39

Valiant 42  
Venezia 42 Cat  
Whitbread Yachts Mount Gay 30  
Wyliecat 30

## Boats Displayed on Land

\*\*\* current list at press time \*\*\*

B 25  
Byte  
Beneteau 25  
Capri 16.5  
Capri 14.2  
Capri 13  
Capri 18  
Catalina 250 water ballast

Catspaw  
Compac 25  
Grand Mesa Duck 18  
Harbor 20  
Hobie Magic 25  
Hobie trifoiler  
Hobie 20  
Hobie 21  
Hobie 16  
Hobie Wave  
Hunter 26  
Hunter 240  
Melges 24  
JY 9  
JY 7.7  
JY 14  
JY 15  
Lido 14  
MacGregor 26  
McLaughlin Opti  
Melges 24  
Sabot  
Santana 20  
Seaward 23  
Seaward 25  
Sunfish/Laser/Vanguard  
Trinka 8  
Trinka 10  
Viper 640  
West Wight Potter 19  
WW 15  
Wylie 17.

## Getting to the Show

**From San Francisco:** Take the Bay Bridge to Interstate 580 East, to Interstate 980 (Downtown Oakland), to the 11th/12th Street exit, go straight on Brush, left on 4th Street, right on Broadway, and four blocks to Jack London Square. Or take the Alameda/Oakland Ferry from Pier 39 or the Ferry Building.

**From the Oakland International Airport:** Take Interstate 880 North, to the Broadway exit, go left on Broadway, and four blocks to Jack London Square.

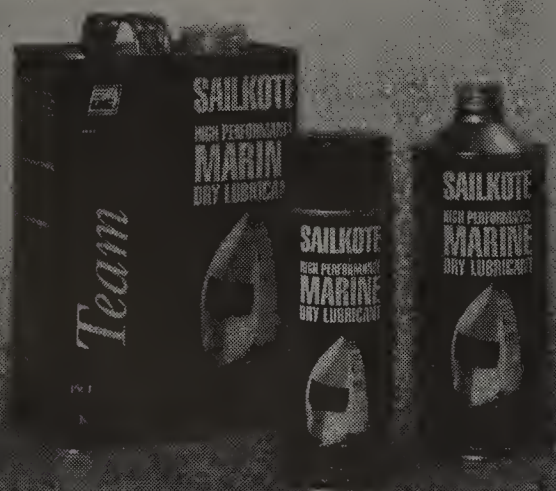
**From BART:** Take AC Transit from BART's 12th Street Station in Oakland.

**From Amtrak trains:** The C.L. Dellums rail station at (2nd and Alice) is directly across from Jack London Square.

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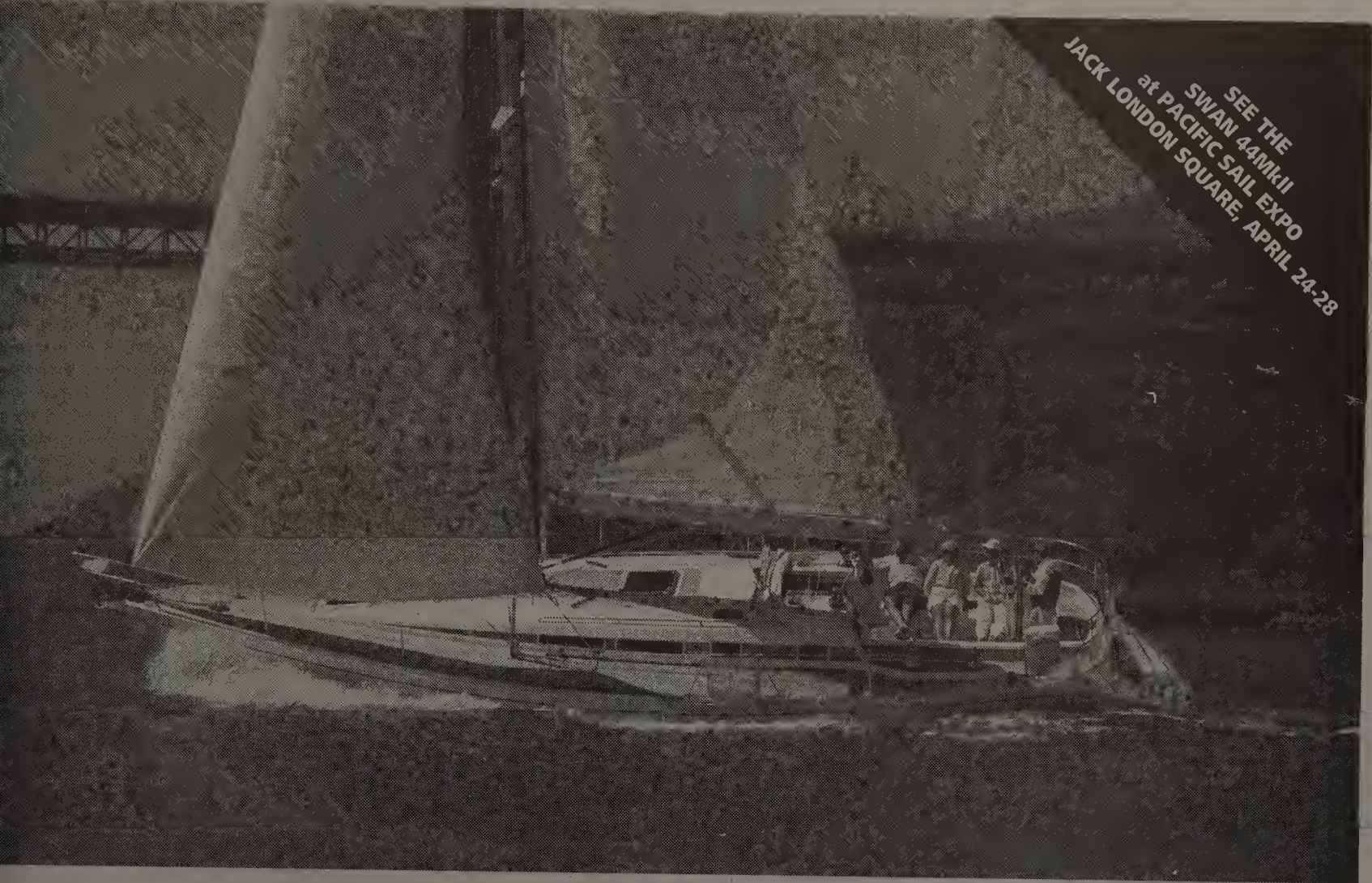
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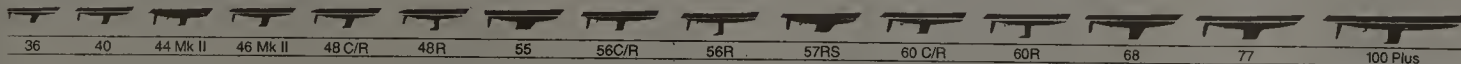
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BIG DADDY REGATTA —



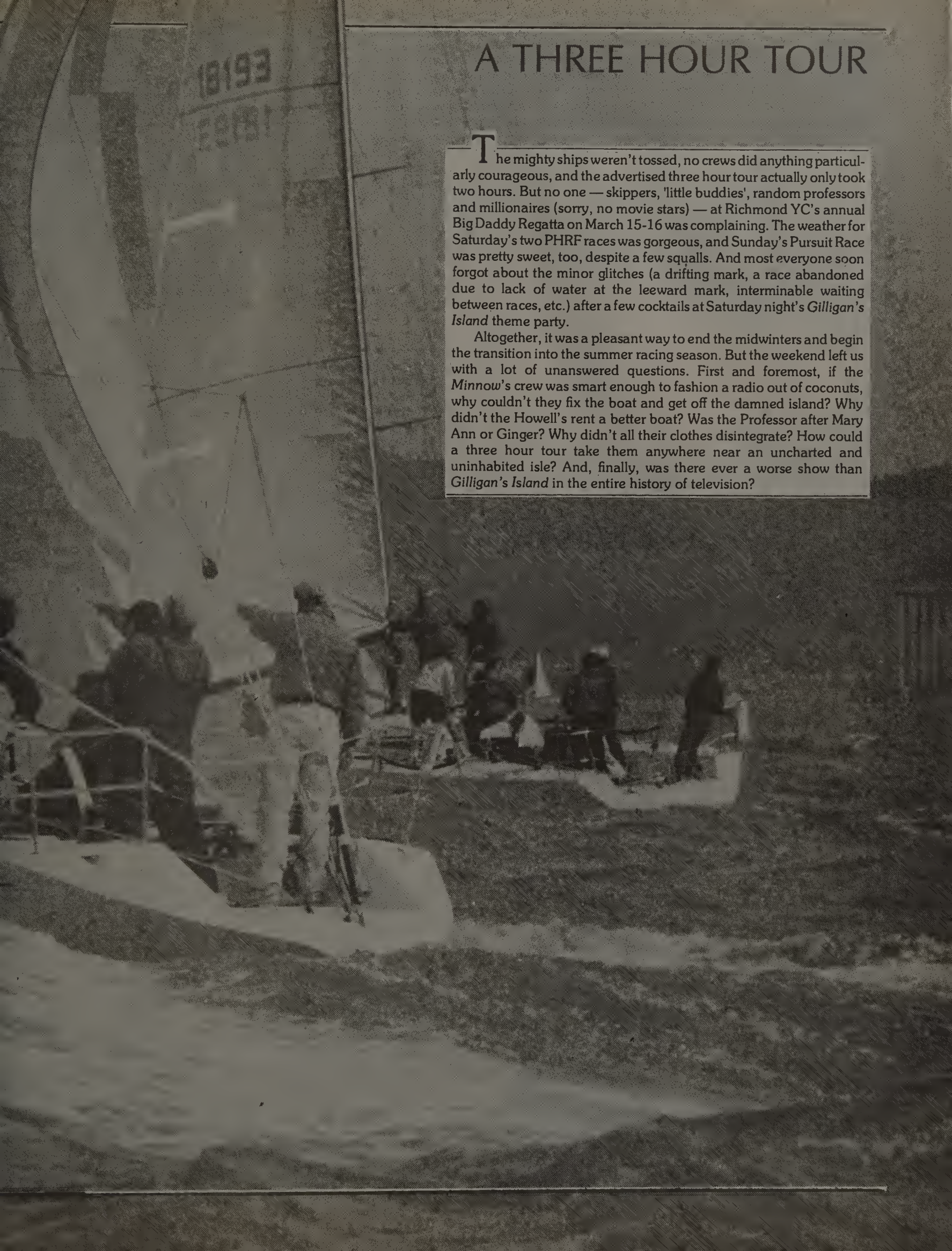
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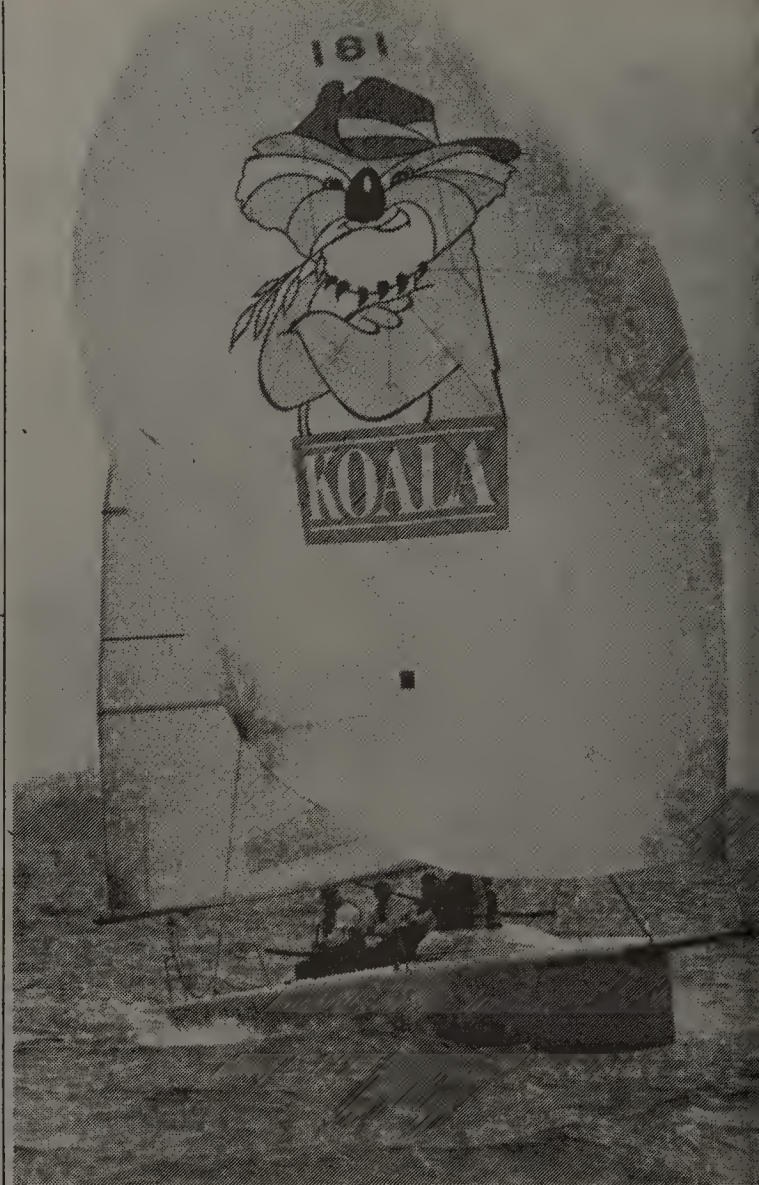
## A THREE HOUR TOUR

The mighty ships weren't tossed, no crews did anything particularly courageous, and the advertised three hour tour actually only took two hours. But no one — skippers, 'little buddies', random professors and millionaires (sorry, no movie stars) — at Richmond YC's annual Big Daddy Regatta on March 15-16 was complaining. The weather for Saturday's two PHRF races was gorgeous, and Sunday's Pursuit Race was pretty sweet, too, despite a few squalls. And most everyone soon forgot about the minor glitches (a drifting mark, a race abandoned due to lack of water at the leeward mark, interminable waiting between races, etc.) after a few cocktails at Saturday night's *Gilligan's Island* theme party.

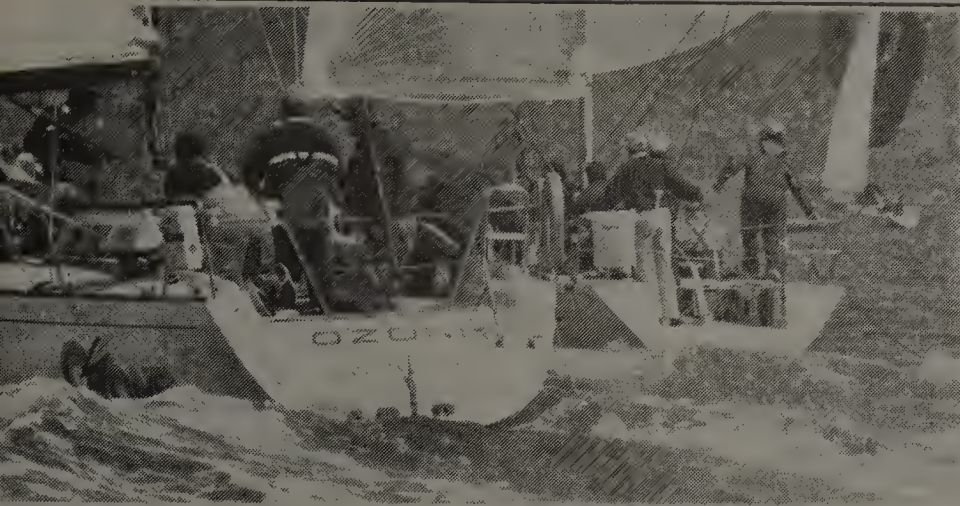
Altogether, it was a pleasant way to end the midwinters and begin the transition into the summer racing season. But the weekend left us with a lot of unanswered questions. First and foremost, if the *Minnow's* crew was smart enough to fashion a radio out of coconuts, why couldn't they fix the boat and get off the damned island? Why didn't the Howell's rent a better boat? Was the Professor after Mary Ann or Ginger? Why didn't all their clothes disintegrate? How could a three hour tour take them anywhere near an uncharted and uninhabited isle? And, finally, was there ever a worse show than *Gilligan's Island* in the entire history of television?



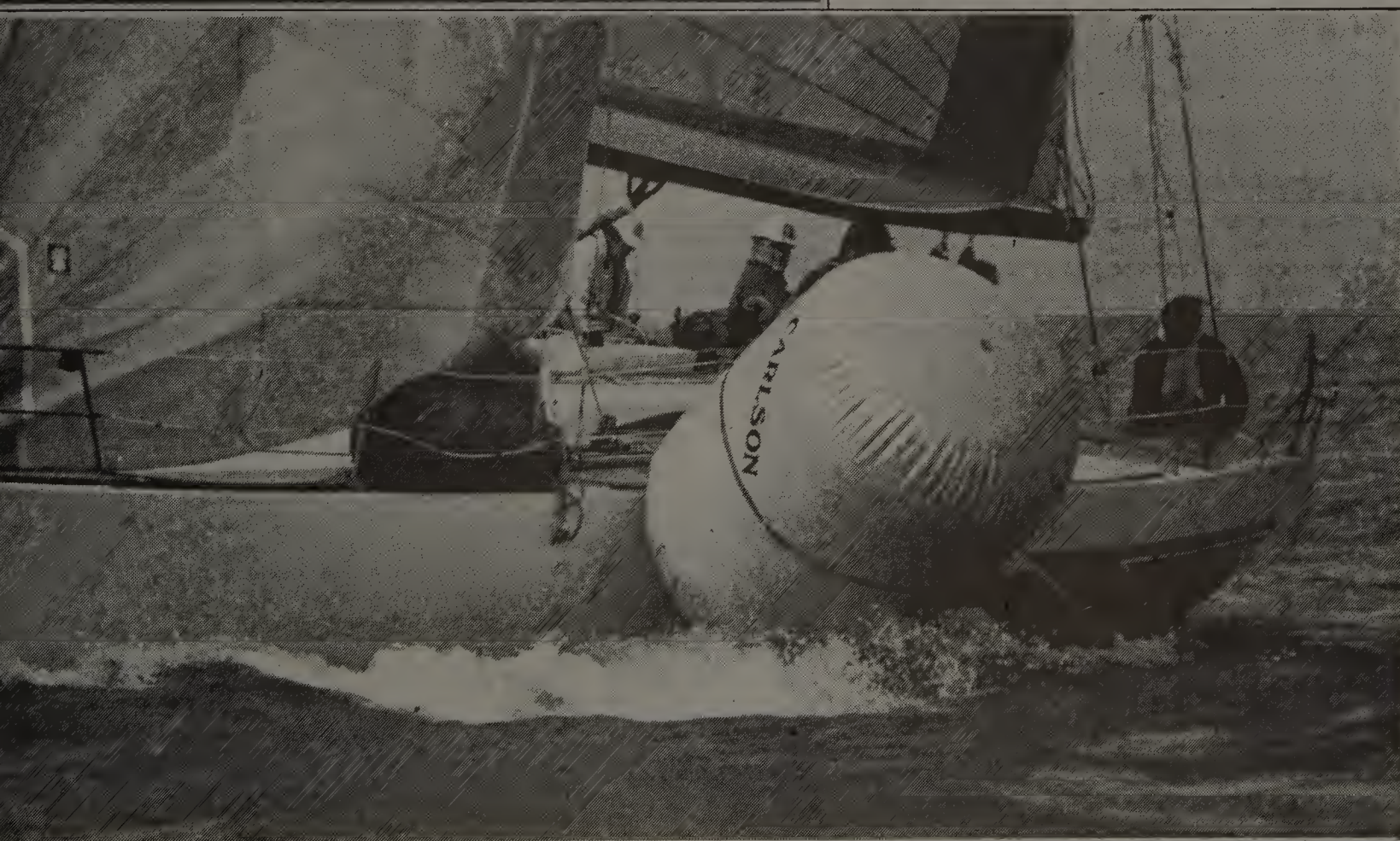








**BIG DADDY ACTION** (clockwise from below) — 'Bodacious' attempts to deflate the weather mark; Patty Hearst (okay, it's really Anna Desenberg) models the Pursuit Race trophies, which were cool articulating Super-Soakers; 'Spirit' looking patriotic; 'Insufferable' leads the Division D parade; a Melges 24 in the 'sponsorship division' (what? in a Richmond YC regatta?); 'Ozone' sailing in the zone; the motley crew of 'El Gavilan' (hey, get that middle guy some pants and shoes!); frontier land on the 'Big Z'. All photos 'Latitude/rkm.





# BIG DADDY REGATTA

DIV. A — 1) **High Risk**, Smith 43, Jim Mizell/Ray Delrich, 1.5 points; 2) **Scorpio**, Wylie 42, John Siegel, 5; 3) **Marilyn**, J/44, Monroe Wingate/Sean Svendsen, 5; 4) **Jackrabbit**, N/M 39, Dave & Jackie Liggett, 8. (11 boats)

DIV. B — 1) **Bliss**, Express 37, Mark Adams, 6 points; 2) **Spindrift V**, Express 37, Lynn & Larry Wright, 8.75; 3) **Jabiru**, J/35, Brian Dunn/Bill West, 9; 4) **Melange**, Express 37, Steve Chamberlin, 10. (10 boats)

DIV. C — 1) **Sweet Okole**, Farr 36, Dean Treadway, 1.5 points; 2) **China Cloud**, J/40, Leigh Brite, 5; 3) **Petard**, Farr 36, Keith Buck, 7. (8 boats)

DIV. D — 1) **Endurance**, Express 34, Mike Condon, 3.75 points; 2) **Insufferable**, N/M 30, Peter Rookard, 3.75; 3) **Expediulous**, Express 34, Bartz Schneider, 6; 4) **Redux**, Olson 911-S, Nick Barnhill, 9; 5) **Ixxls**, Olson 911-S, Ed Durbin, 11. (13 boats)

DIV. E — 1) **Uno**, WylieCat 30, Steve Wonner, 2.75 points; 2) **Mintaka**, C&C 36, Gerry Brown, 2.75; 3) **Silkys**, WylieCat 30, Steve Seal/Larry Riley, 6; 4) **El Gavilan**, Hawkfarm, Nick Nash, 8. (12 boats)

DIV. F — 1) **TBA**, Antrim 27, Bryce Griffith, 2.75 points; 2) **Holy Sheet**, Melges 24, Bob Dreyer, 2.75; 3) **Inkabus**, Melges 24, David Wadbrook, 6. (7 boats)

DIV. G (Express 27) — 1) **Sonita**, Craig Page/Alan Kneier, 2.75 points; 2) **New Moon**, Carl



**'Rumbleseat' romped in the Pursuit Race. Her all-industry crew was (from left): JP Plumley, owner Bruce Schwab, and driver Mark Rudiger.**

Schumacher/John Franklin, 6.75; 3) **Motorcycle Irene**, Will Paxton/Jay Lambiotte, 8; 4) **Summer Palace**, Bart Harris, 9; 5) **Baffet**, Nicholas Burke, 10; 6) **Mad House**, Mike DeVries, 12; 7) **Chimera**, Brett Allen/Jeff Jacobs, 13. (20 boats)

DIV. H — 1) **Kwazy**, Wabbit, Colin Moore, 1.5 points; 2) **Mr. McGregor**, Wabbit, Kim Desenberg, 4; 3) **24 Carrot**, Wabbit, Greg Byrne, 8. (8 boats)

DIV. J — 1) **Minnow**, Moore 24, Dan & Lisa

Nitake, 4 points; 2) **Barking Dog**, Olson 25, Jeffrey Kroeber, 5.75; 3) **Half Off**, Moore 24, Carlon/Hall, 6. (9 boats)

PURSUIT RACE — 1) **Rumbleseat**, 30 Square Meter, Mark Rudiger; 2) **El Gavilan**, Hawkfarm, Nick Nash; 3) **Chimera**, Express 27, Allen/Jacobs/Madrigali; 4) **Kwazy**, Wabbit, Colin Moore; 5) **Hareball**, Wabbit, Joe Hulse; 6) **Mr. McGregor**, Wabbit, Kim Desenberg; 7) **Motorcycle Irene**, Express 27, Paxton/Lambiotte; 8) **Insufferable**, N/M 30, Peter Rookard; 9) **Chorus**, Kettenberg 38, Peter English; 10) **Minnow**, Moore 24, The Nitakes. (79 boats)

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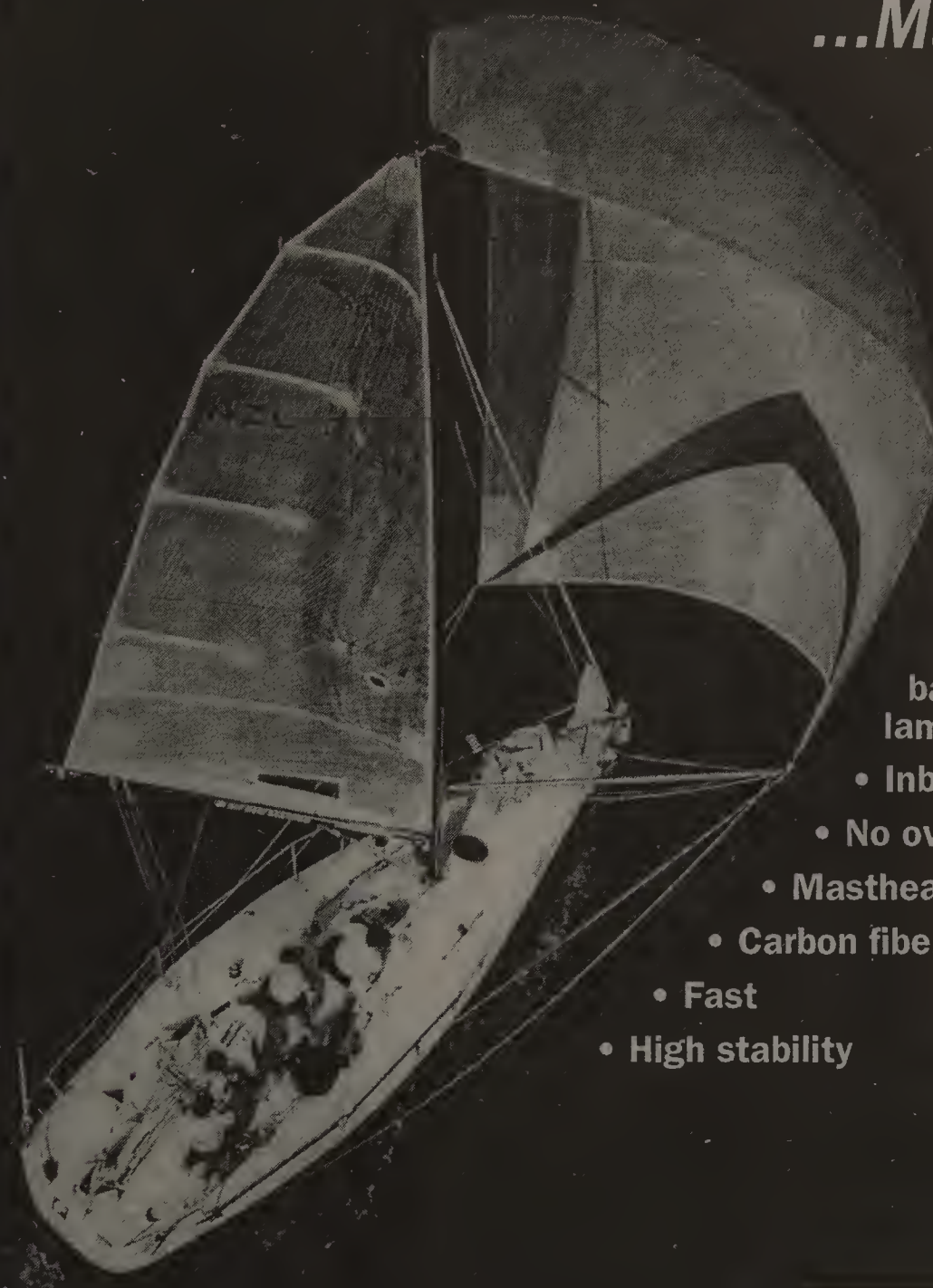
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# BEYOND THE MILK RUN —

Last year, Jim and Sue Corenman took readers from Mexico on down through the fabled isles of the South Pacific in a series we called South Seas Primer. All were written aboard their fast and lovely Schumacher 50 Heart of Gold, which left the Bay Area for Mexico in 1993. We rejoin them now for a few more months as they continue their cruise — beyond the milk run.

It was an awesome and scary sight: endless rows of steep brown waves marching in to the mist that marked the beach. The 5 to 6-knot ebb streaming out the channel at Southport, Australia, looked like rocket exhaust and turned the sea into a turmoil of breaking water for at least a mile to seaward. There were only a few hundred feet of smooth water between the end of the channel and the beginning of the maelstrom. We were doing about 8 knots under double-reefed main. So it should be okay. Right? If not, don't forget to exit south. . .

It was all part of the payback, we thought as we weighed the possibilities. Once again, we had lingered too long in an enjoyable port and now, as we worked our way north along Australia's East Coast, we were paying the price.

Part of the problem was too many choices. With a thousand miles of coastline, it's not the easiest thing to figure out where to spend summer on the right coast of Oz. Brisbane is immensely popular with cruising yachties, but at 20° south latitude, it's a bit like summer in the tropics, hot and sticky. The winds on the East Coast mostly blow from the north in the southern spring (our fall) and from the south in autumn, so the

Bundaberg or Brisbane. Both are relatively painless provided you are prepared for the rigorous quarantine inspection. We chose Bundaberg to save the trip across Morton Bay and back, and spent a delightful week up the river in downtown Bundaberg at the Midtown Marina. Bundaberg, the home of Bundaberg Rum, is a nifty little city. Other November highlight was watching the daily afternoon thunderstorms.

Those springtime thunderstorms can be a lot more than mere entertainment for those caught offshore. We know of a few sailors who have gotten mauled while heading for ports farther south. The best advice for those cruisers would be to make landfall first at Bundaberg or Brisbane, then harbor-hop south watching the weather.

South of Bundaberg the major stops are Mooloolaba, Brisbane, Southport, Coff's Harbor, and Pittwater/Broken Bay, with lots of other opportunities for stopping in between. The definitive guides for the East Coast are those by Alan Lucas. He's written one each for Queensland, New South Wales, and the Sydney area. There are hundreds of

*Going Hitchcock's 'The Birds' one better, the rainbow lorikeets of Hamilton Island are hooked on vanilla ice cream, not human blood.*



notion of heading south is attractive and the bright lights of Sydney beckon.

Most cruisers check into the country at

harbors in this stretch, though most fall into the 'quaint' category: small fishing-boat harbors with bars across their entrances that

ALL PHOTOS: SUE AND JIM CORENMAN



are too shallow for many cruising boats to cross.

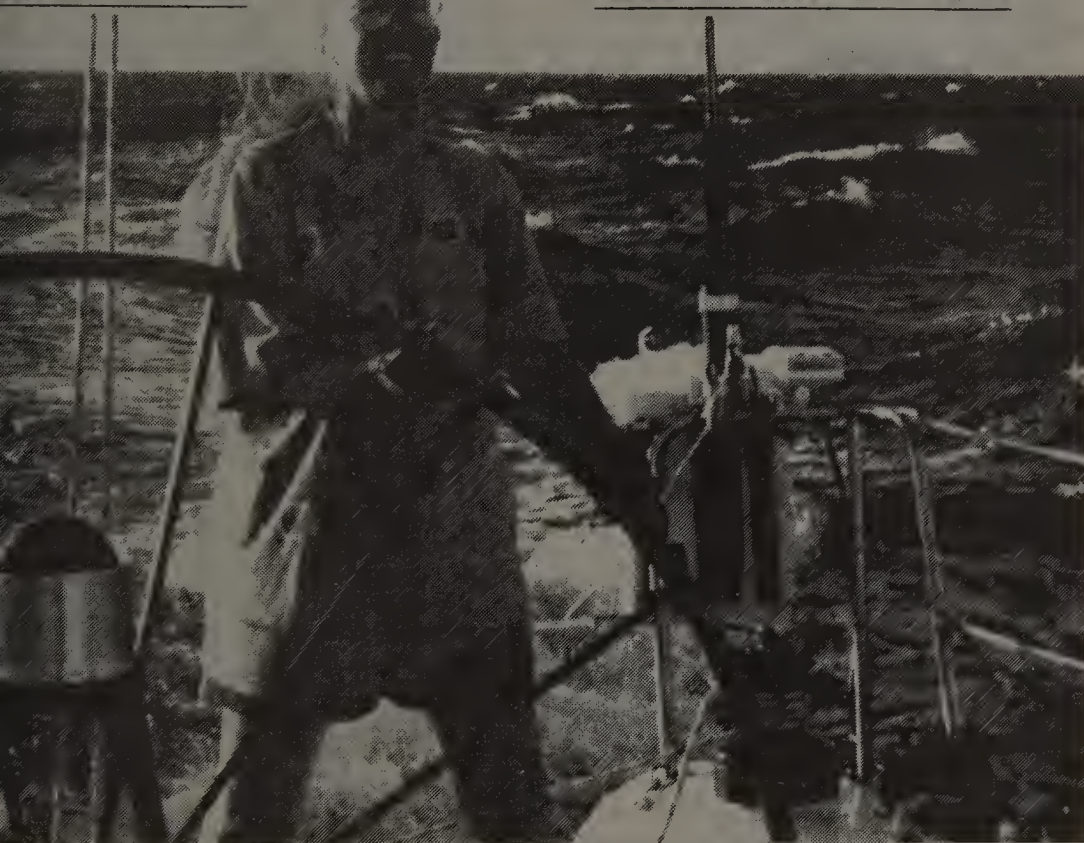
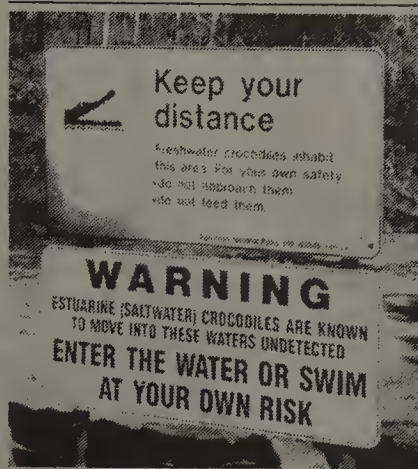
Our last leg from Coff's Harbor to Broken Bay was the only one that seemed adventurous. We surfed downwind under reefed main alone before 45 knots of wind, pounding into a long southerly swell made steeper by the 3-knot current in our favor. But whatever we thought of that weather at the time, we later realized it was merely being charming.

Bundaberg, Mooloolaba, and Coff's Harbor are great little coastal beach towns. All three are full of friendly people, locals and cruisers alike. We passed by Brisbane, as it was full to the brim with foreign yachties.

## Sydney

Sydney is a delight, a city of four million that doesn't feel big. It's very cosmopolitan, with a transportation system that actually works. A big drawback is that the boating facilities for visiting yachties in Sydney Harbor proper are pretty grim, as are the options for anchoring out. The Cruising





**Spread:** Sue enjoys an early-morning sail departing Lizard Island. Inset, left: Cap'n Cook's lookout. Inset, right: Swim with caution in Kakadu!

Yacht Club of Australia has a big marina in town, but slips are only available in December for those doing the Sydney-Hobart Race.

(This is definitely an event for diehard racers only. Don't misunderstand, Tasmania is wonderful by all accounts, but crossing Bass Strait with no regard for the weather is simply nuts.)

Broken Bay, just north of Sydney Harbor, is a collection of long skinny bays reminiscent of the Northwest — and a delightful cruising area. The first inlet on the left — actually the mouth of a huge river system — is Pittwater, which contains a few marinas, the Royal Prince Alfred YC, and about half a million moorings. But again, not a lot to offer the visitor looking for a marina slip. We wound up in Sydney Harbor at d'Al-bora's Marina in Middle Harbor, one of only three or four marinas offering transient slips. The bus stopped right out front which made it

easy to get around.

There is no shortage of amusements in the Sydney area, starting with the month-long Sydney Festival in January, a real overdose of culture of all types. We also had a chance to do some land-touring, the highlight being our trip to Perth and Fremantle. We flew there and adventured back to Sydney on the Indian Pacific train across the Nullarbor Plain of southern Australia. It was

decades.

Other amusements in the Sydney area include the Blue Mountains, a series of impressive canyons offering some really excellent hiking. They can be reached in two hours on the Sydney commuter train. The Sydney Harbor ferryboats are also fun, and an easy way to see Sydney from the water. This is especially true on weekends, when everyone is on the water and you can enjoy not being a victim of the ferry's absolute right-of-way.

### Up the East Coast

The change of seasons comes quickly to the East Coast. We lingered about two weeks too long before heading north. It was a classic ruse on the part of the wind gods, and we fell for it as we enjoyed the beautiful April autumn weather exploring Broken Bay. It is a beautiful area, mostly national park, and virtually deserted during the week and late in the season.

The first leg up the coast was an over-nighter back to Coff's Harbor. We departed with a good forecast, then watched it turn windy and rainy for the rest of the trip. But at least the wind was behind us. Coff's is a good place to hole up, so we kicked back for a few days to wait for better weather.

We departed on the last day of April, on another good but short-lived forecast. This time it was a more serious problem: a deep tropical depression that popped up on the Queensland coast to the north and started towards us at a good clip.

By then, we were more than halfway to Southport on the Gold Coast, the next harbor with a decent entrance and good shelter, so we decided to go for it. It was a fast but bumpy trip with 30 knots on the beam, with the shallow water kicking up rough seas. The Southport Seaway is an impressive channel, with rock jetties extending a good distance to seaward on both sides and an elaborate sand-pumping apparatus to keep it clear. But in his cruising guide for the area, Lucas is pessimistic about the condition of the channel in any sort of heavy weather. And when we got there mid-morning, we had weather: an onshore wind pushing 40 knots, with

*The stern lifted, the bow went down  
and 'Goldie' took off at 18 knots down the  
channel. Wheeeee. . . !*

a great trip through beautiful, desolate country. We even had a few days in Adelaide which were spent sipping wine in the Barossa Valley. This is Australia's premiere red wine area, with a casual ambiance (and prices) that haven't been seen in Napa for two

more forecast — and the start of an ebb tide.

We called the coast watch at Seaway Tower they said that the sea was breaking heavily offshore opposite the channel, but the channel itself looked okay and should be navigable for a 50-footer. The advice was to



# BEYOND THE MILK RUN —

approach from the south and take a look.

That's when we saw those big brown breakers and the maelstrom created when they met the ebb coming out of the jetty. The good part of it all was that the ebb took all the energy out of the waves, which left a few hundred feet of smooth water near the end of the channel. It looked like the only problem might be making progress against the ebb. But like we said, we were doing 8 knots, so it should be okay. . .

We put the companionway boards in, shortened the harness tethers, fired up the engine for a little backup, told the coast watch that we were inbound, and turned left at the south jetty into the channel.

Our worries about making progress against the ebb turned out to be unfounded, but we weren't out of the woods yet. We were making steady progress when Sue looked back and said, "Uh-oh." A really big wave had made it through, and it broke right behind us. It roared under — and over — the transom. The stern lifted, the bow went down and *Goldie* took off at 18 knots down the channel. Wheee!

We rode that wave most of the way in — so much for the ebb — and anchored off Marine World just inside the entrance. Not a minute too soon, either. A few hours after we arrived, the Seaway closed for four days as 50 knot winds and over three feet of rain lashed Southport. The famous beaches of Surfer's Paradise were almost completely washed out to sea by the heavy surf. We were very glad not to have been caught out in it.

There are relatively few ports on Australia's East Coast that are worth much in that sort of adverse weather, because the shallow bars at their entrances break in any significant seas. Mooloolaba has traditionally been a good harbor in almost any weather, which is why we made it our next planned stop. It was another sloppy, windy trip, but when we got there we almost got ourselves in real trouble. The entrance had shoaled during a previous storm, but the local coast watch volunteer said on the radio, "No worries, mate, just stay to the right of the leading lights as you come in." You would think we would know better by now. . .

We bumped the bottom, right where he said the channel was, and as soon as we had backed off, the entire entrance channel disappeared under a pair of six-foot breakers, sneaker waves from the left. We got the bow into the first, but the second caught us on the beam, fortunately pushing us away from the shoal and towards (hopefully) deeper water. That was enough. We did a fast U-turn, got the sails back up and told the coast watch that they might want to revise their advice. Gladstone, another 200 miles and 24 hours north, proved a safe and not completely un-

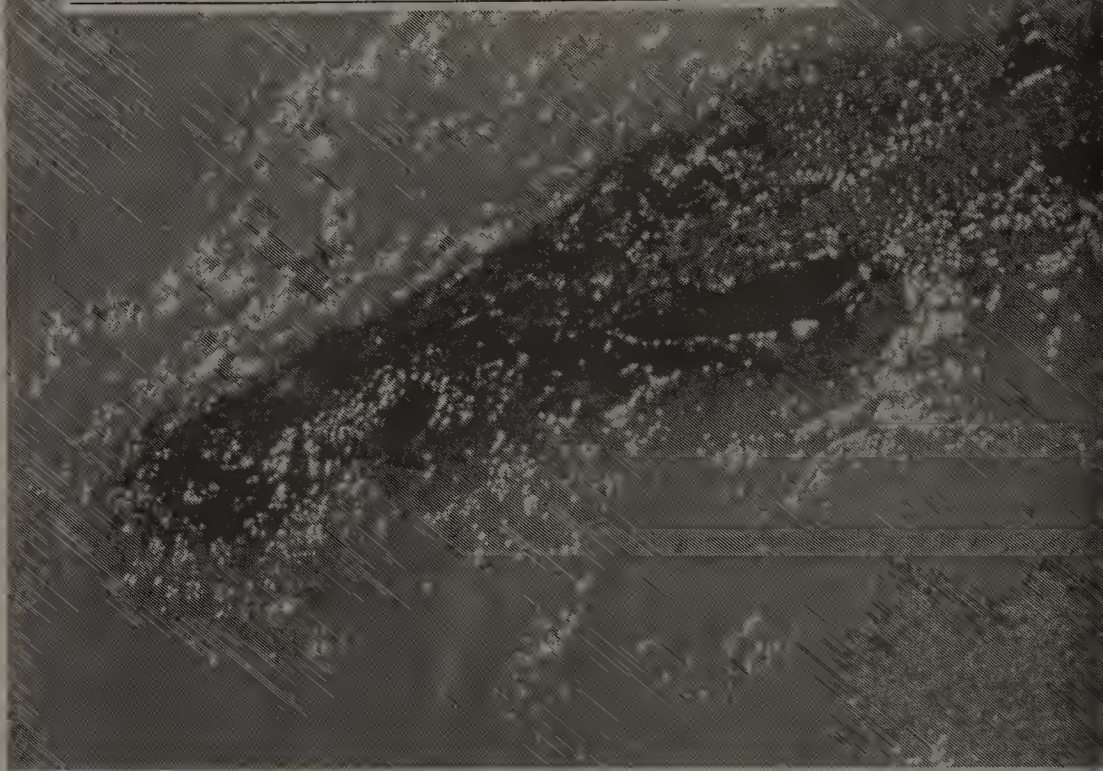
attractive shipping port.

Once north of Gladstone the drama quotient dropped dramatically, but the weather didn't really turn pleasant until we were well north of the Whitsunday Islands and almost to Cape York and the Torres Strait.

The Whitsundays were great, and lived up to their reputation except for the weather, which was still wet and windy. The marina at Hamilton Island is first-rate and priced accordingly, but it was a particular treat for a couple of nights out after all of the bumpy weather. There's a bit of nightlife on Hamilton and some very good restaurants.

There's also quite a bit of exotic wildlife around the island, including a few Wallabies and great mobs of sulfur-crested cockatoos and rainbow lorikeets that make absolute pests of themselves. The cockatoos have a fondness for masthead wind cups, while the lorikeets have all developed an addiction to vanilla ice cream!

We had some absolutely wonderful sailing inside the Great Barrier Reef — jibing through the reefs with the spinnaker up in 25 knots of wind and absolutely flat seas. We never did get out to the Barrier Reef itself for



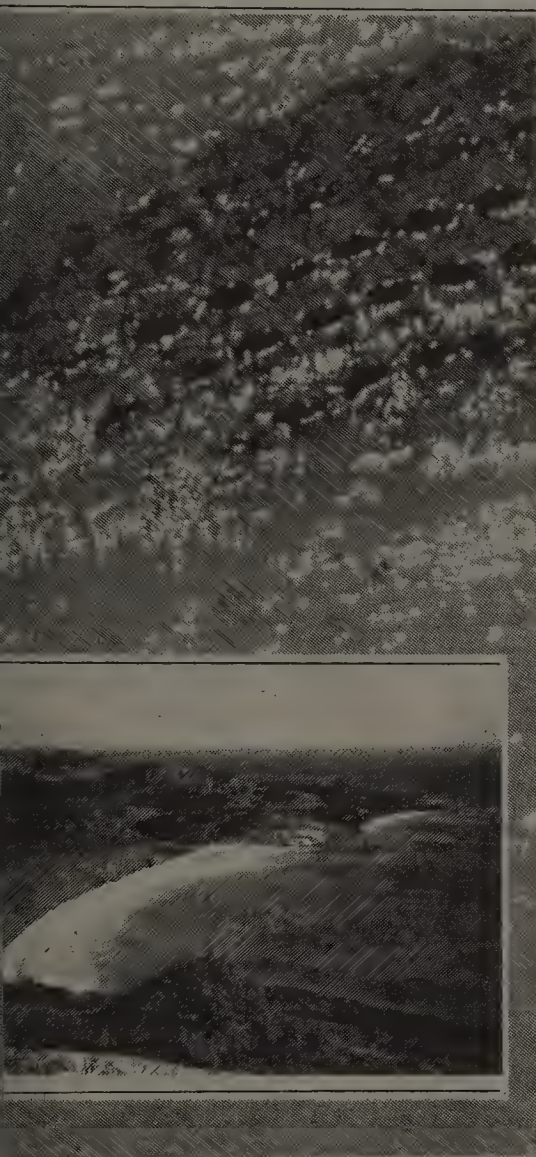
*Spread: One big boy you don't want to wrestle with. Inset, top: Start of the 100 mile run. Inset, bottom: An unspoiled vista on Lizard Island.*

any diving, the weather being what it was. But neither did we hit it, which is more than Captain Cook could say. He first discovered the Barrier Reef by running the *HMS Endeavour* into it at night. A nearby river where he beached and repaired the ship still bears her name. This was not his favorite piece of coast — he almost hit the reef again when the wind died during his departure — but it was fun sailing in his wake and visiting many of the same places he explored in the 1770s. We were sure glad to have charts and a GPS!

We passed Cairns by, spending a week in Port Douglas instead. While there, we did all the required tourist stuff — a tour to the rain forest and an overnight trip to Cooktown with a rented Suzuki 4x4 up the Bloomfield Track. This latter is a stunning trip and highly recommended, but one piece of advice: 4x4s are much like boats in that there is no substitute for waterline length. So assuming a Mercedes Unimog is out of the budget, at least spring for something like a Toyota or Nissan.



SPREAD SU BRODSKY



Hawaii, one of our all-time favorite spots. It's a great place to sit and watch the sun set over the ocean, just like it's supposed to. After a week of touring the bauxite mine (red dirt that gets turned into aluminum) and checking out the local Aboriginal art shops (great stuff) we were off in the company of 35 other boats, mostly Aussies and Kiwis with a few Yanks thrown in — but not enough to spoil the parties.

The 'Top End' of Australia is a fascinating place. June is the middle of the dry season ("The Dry" as it is known locally), and every day featured a clear blue sky with never a cloud to be seen. It's a hard land to live on, but there is water if you know where to look, and after tens of thousands of years the Aborigines know where to look. They were seen by the European settlers as uncivilized and lazy, and haven't integrated well with modern Australia. But it seems to us that their culture has so little in common with European culture that there's almost no basis for integration. But that's not a good topic for discussion with Aussies, and as Yanks we've certainly got no room to talk. In any event, the chance to travel through those lands was a fascinating experience.

The rally features a relatively short sail almost every day, with beautiful weather and about 15 knots of southeasterly wind — wonderful sailing conditions. One of the highlights of traveling by boat is that we get to do a lot of sailing, and every so often the conditions are just perfect! The whole trip across the Top End was one of those times.

The club did a great job organizing everything. There were plenty of tours, games and barbecues to keep everyone busy. The big social event before hitting Darwin was 'P' night, a barbie where everyone dressed as something beginning with the letter P. Prisoners, Priscilla, Police, Pimps, Parties, Plieves — you name it, it was there.

After two weeks in wilderness augmented by a few Aboriginal villages and a few dozen crazed yachties, Darwin was a bit of a culture shock. It's not a large city by any absolute standard but it's the biggest city for a thousand miles and the business center of the Northern Territory. Everything is there, including another great yacht club, the Darwin Sailing Club — and another veranda where you can sit and watch the sun sink into the sea. Here, those perfect sunsets are enhanced by the controlled burning that goes on all over the Northern Territory during The Dry.

Most boats stay behind the locks at Cullen Bay Marina, another fancy development under construction and destined to be Darwin's next prestigious address. The other

popular option is to drop a hook off the Sailing Club, but with 20-foot tides there were certain logistical considerations to landing the dink on the beach, and those without wheels suffered mightily.

One of the best things about Darwin is its proximity to Kakadu National Park and a fabulous area of native Aboriginal land. During The Dry, the area looks desert-like, interspersed with 'oases' of beautiful wetland areas filled with birds of every description, crocodiles, water buffalo and wild horses. During The Wet, the entire area is underwater. We spent our time exploring old rock formations with paintings depicting stories and legends, swimming in rivers — only the ones without crocodiles, of course — and generally enjoying the whole area.

The other great spot was Litchfield Park, close enough to Darwin to say "Hey, lets go swimming!" and spend an afternoon splashing in the natural rock pools cooling off. We really enjoyed Darwin during our two weeks there and it was hard to contemplate leaving.

But leave we did — on July 27 when the Australian Navy frigate fired their deck cannon to start the Darwin to Ambon race. We were the third boat over the line (pure luck!) and on our way to Indonesia.

### Darwin/Ambon

The Darwin/Ambon Race is a legendary event among cruising sailors. We had looked forward to participating in it for years. Now that we've done it, though, we can't exactly



'P' night at the Over-the-Top rally. These 'prisoners'-for-a-day were forced to party en masse: L to R are Maryan, Sue, Steffen and Jim.

remember what the attraction was. The regatta does come with a cruising permit for Indonesia, which in past years was a big deal but not so much anymore. Any of a number of agents can obtain a CAIT, as it is known, for less than half of the Darwin entry fee.

And yes, it was a great sail with about 80 boats altogether in four divisions. The serious boats were in the Racing Division; about 10 stripped-out Aussie machines with full

In retrospect, the boats that headed north from Brisbane in late March and early April had a much better trip, weatherwise. The only problem with that program is that it's pushing the end of cyclone season. But as we again discovered, tropical depressions don't have calendars so we're not sure it matters all that much.

### "Over the Top"

We rounded Cape York on June 20 and sailed straight across the Gulf of Carpentaria to our next adventure, Gove Yacht Club's Over-the-Top Rally. Gove Harbor, on the east side of Australia's Northern Territory, is surrounded by Aboriginal lands. And except for Nhulunbuy, the mining-town home of Gove Harbor, the place is closed to cruising unless you have a special permit.

The Over-the-Top Rally goes from Gove to Darwin, about 500 miles. As the name implies, it is much more of a cruise-in-company event than a race, taking about two weeks of mostly short hops through the lands of Top End.

Gove YC itself was a delight, and reminded us very much of Kaneohe YC in



# BEYOND THE MILK RUN — PART I

crews who spent a lot of time not smiling. The Cruising Division was the biggest, containing about 40 boats which were either serious cruisers with performance-oriented boats, or serious racers with cruising-style boats. The 25-boat Rally Division was for those who couldn't face the 600 miles without motoring. Rounding out the field was a Multihull Division with a half-dozen entries.

Figuring we had sailed far enough to be called serious cruisers, we signed up for the Cruising Division and enlisted former Bay Area sailor Patrick Strange (of Express 27 UXB fame) to join us from Auckland as crew.

All 80 boats started together, downwind, with the starboard end heavily favored. The committee boat was that big frigate, and the easy start was to run the line on starboard toward the frigate and jibe. But only a few boats did that with most of the fleet starting late on port, many obviously unsure of the rules.

The first 200 miles were the toughest, as the nice 15-knot breeze at the start faded right away to almost nothing by midnight, apparently a daily event. The trick, which nobody bothers to tell the out-of-towners, is



Another busy mid-week day in Australia. . . Looking over 'American Cove' in Broken Bay.

to head for the beach on the south side of Melville and Bathurst Islands to avoid the flood and catch whatever evening offshore breeze there is.

We were able to stay in touch with the lead boats in the Racing Division, *Australia Maid* and *Millennium*, and kept *Heart of Gold* moving well in 2 to 5 knots of wind — Pat is really a master at light-air sailing and was a joy to have aboard. The wind finally filled in to a nice southeasterly about two days and a hundred miles north of Melville Island and then we had some really great times, mostly spinnaker reaching in 15 knots

of wind. The multihulls, seriously behind in the light stuff, finally found their legs by then and were the first in. We were the third monohull, behind the same two race boats. All in all, we had a terrific sail. That wasn't the problem.

Ratings were another matter. The Darwin Sailing Club used their own rating system for the Cruising Class. Besides being time-on-time, which heavily favors small boats in a slow race, there were some real discrepancies with individual ratings which the committee was disinclined to discuss either before or after the race.

The Darwin SC committee in general left a sour taste for many — if not most — entrants, and all of us outsiders felt very much like outsiders in a local event. Perhaps the worst of it went to the last place finisher, which the race committee greeted over the VHF with, "It's about time you got here, we would really like to go off duty."

The local Ambon committee, on the other hand, did a great job with the important stuff — the post-race activities and parties. Tune in next month when we'll share some of the many other charms of cruising in Indonesia.

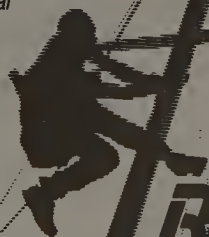
— jim and sue corenman

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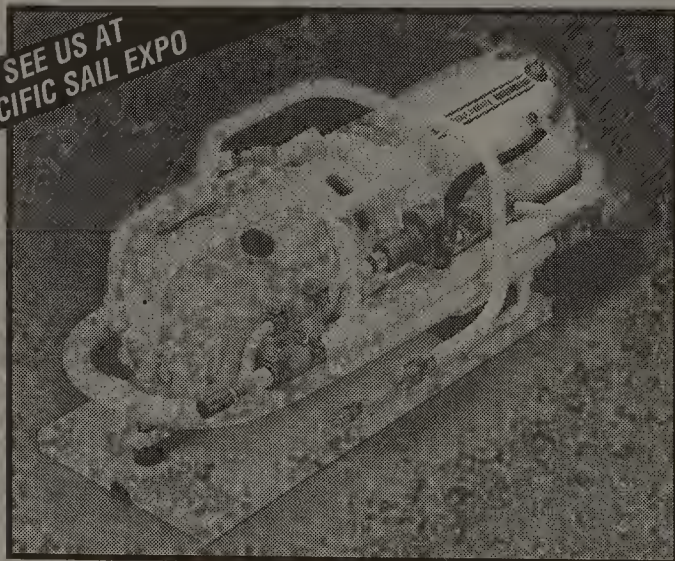
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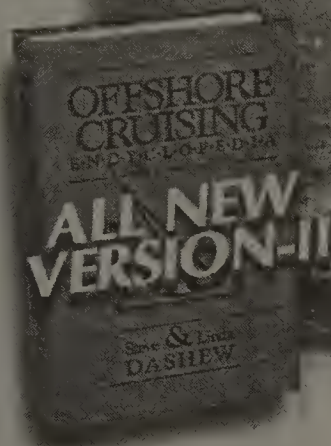
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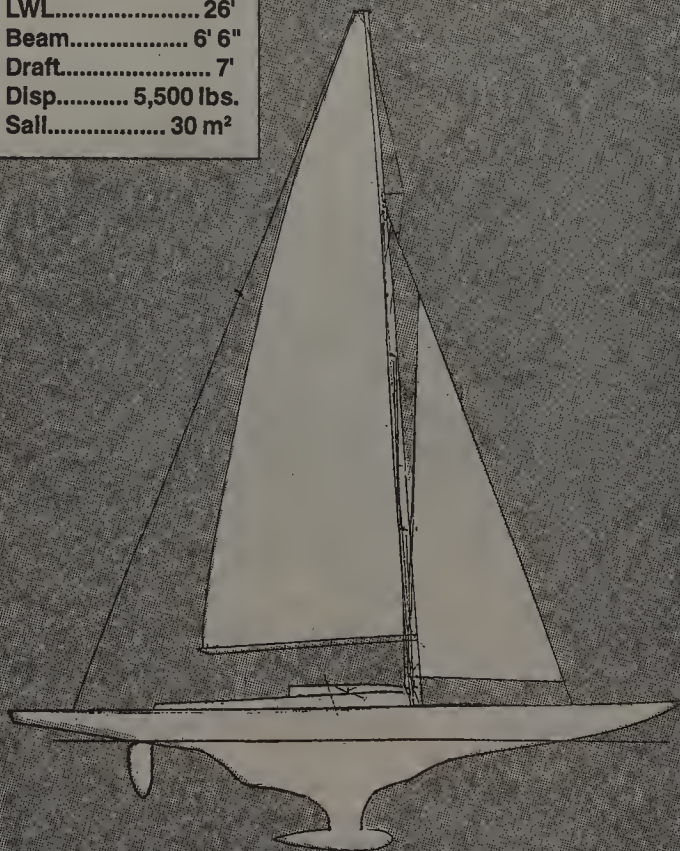
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## RUMBLESEAT

Many old boats enjoy new leases on life with new owners. But what the 30-Square-Meter *Rumbleseat* has experienced is nothing short of reincarnation. Under owner Bruce Schwab, the lithe 39-footer has gone from classic yacht to high-tech hot rod.

*Rumbleseat* started life the same as many other '30-squares'. She was built in 1930 at the famed German yard of Abeking and Rasmussen. She differed from most of her sisters in two significant ways. The first was her all-wood construction: mahogany planks over steam-bent oak frames. In most 30s of the day, every third frame was steel. Secondly, it's unclear who designed this particular boat. Knud Reimers was responsible for many of the best 30-Squares of the day, but class aficionados say that in her original trim, this boat was different enough from a Reimers that she was probably drawn by one of the yard's other 'house designers'. At any rate, her first owner was Dr. Hanns Stinnes, an active yachtsman who owned several boats, all named *Glückauf*. *Rumbleseat* started life as *Glückauf III*.

Not much else is known about *G-III* between the time Stinnes sold her and the time Bay Area sailor partners Richard Seals and Bob Pelikan found her as the weatherworn and neglected *Harlequin* in Newport Beach in 1964. The seller didn't even know how she got to the West Coast, much less America. Quite a difference from *Glückauf II*, the first 30-square to be shipped across the Pond. That one was purchased by none other than L. Francis Herreshoff, who wrote of it, "The way the little ship went to windward and tacked was a revelation to me compared with what a heavy 'R' or 6-Metre would do under the same conditions."

Seals and Pelikan were likewise impressed by the boat's abilities, although Richard admits his initial attraction was purely physical. "I thought she was the neatest thing I'd ever seen," he recalls. "It was love at first sight."

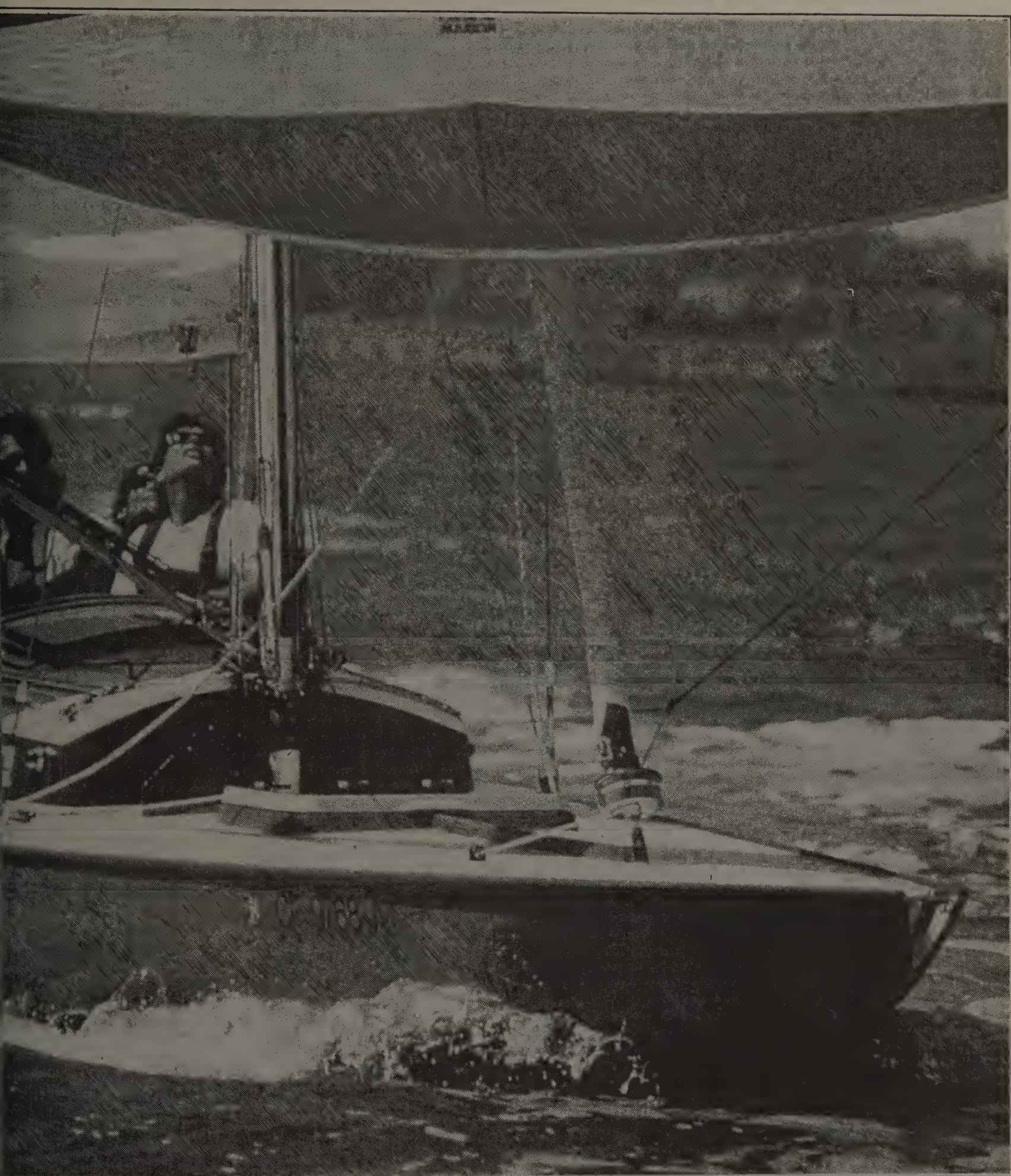
After a comedy of errors sailing up the coast, Rich and Bob used their first couple of racing seasons "to learn how to sail the boat."



They finally brought home the first of many pickle dishes as top boat in their HDA division in 1973. Rich says they raced for many years with two to three other 30-Squares active in the Bay at that time.

Elsewhere in the world, the 30-Square-Meter was a well established class. There were (and in some areas, still are) large fleets in Europe, Australia and South Africa. And new boats continue to be





PATRICK SHORT

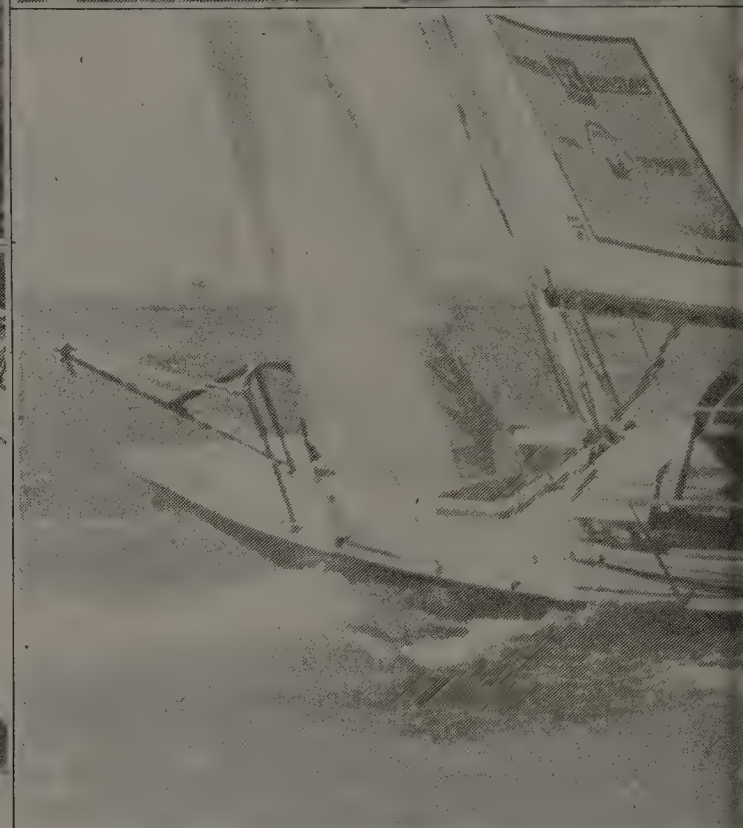
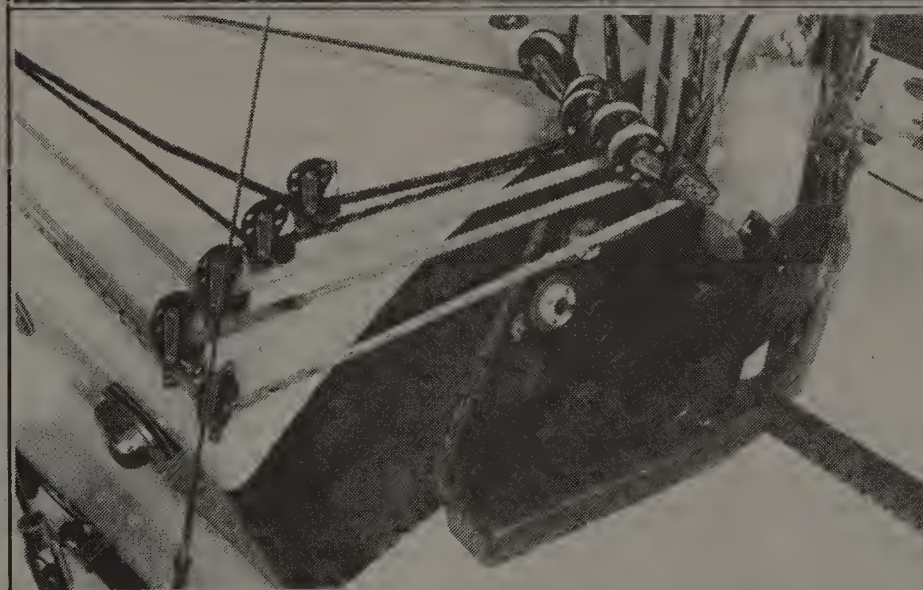
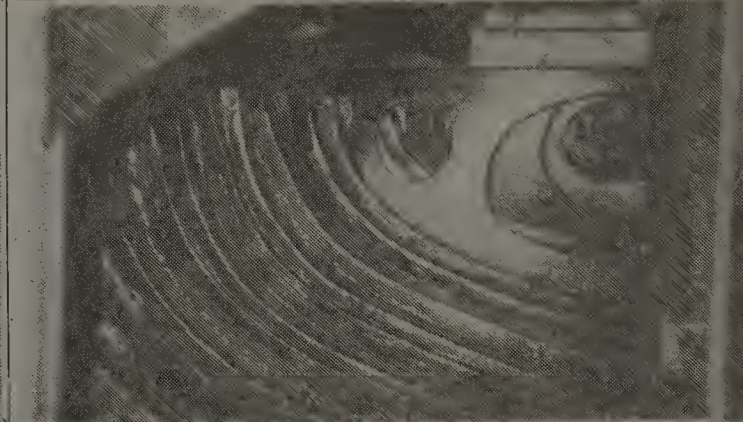
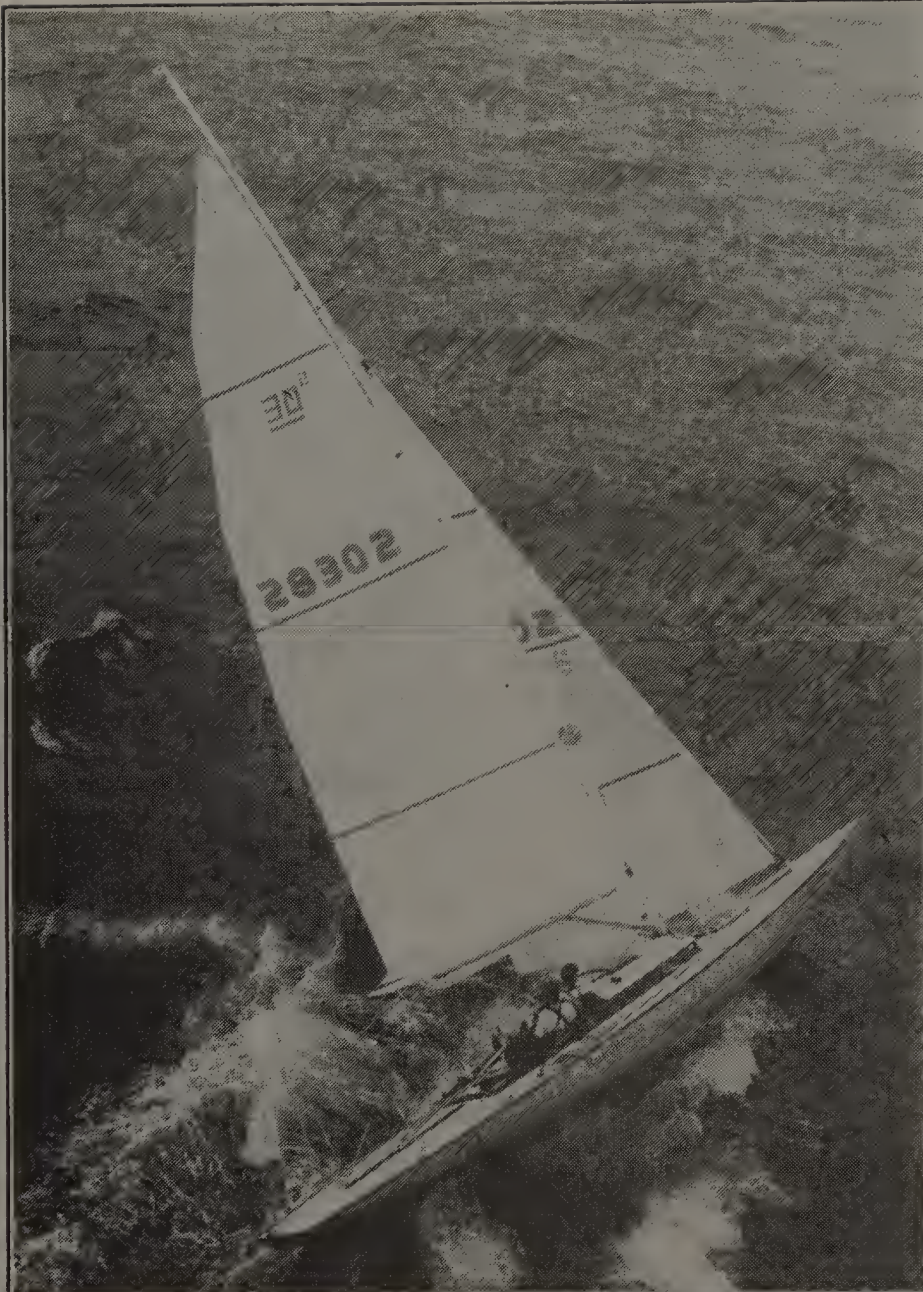
built occasionally. Although there were boats scattered around the U.S., the hotbed of American activity was the Great Lakes, where an active fleet still sails out of Chicago.

The 'Square Meter' boats had their beginnings way back in the late 1800s as one of the first attempts at developmental classes. The original intent of the 30 and its various brethren (15, 22, 40, 55, 75, 95,

120 and 150 were the others) was level racing in boats limited only by sail area. Although the modern rule is strict regarding hull dimensions, in the early years, all you needed was 30 square meters of sail area. You could do anything you wanted with the rest of the boat.

As one can imagine, this resulted in some pretty radical boats — and some ideas way ahead of their time. Among innovations cred-





ited to the Square-Meters as early as 1910: Fully battened mains, noodly 'whip' masts, two-speed winches, and a bizarre new downwind sail called a 'spinnaker.' Attractions of the classes were their quickness, lightness and affordability — at half the displacement of a like-size 6-Metre, a 30-Square was commensurately cheaper to build. Alumni of the 30-Squares in their heyday of the '20s through late '30s included Herreshoff, Uffa Fox, Blondie Hasler, Edsel Ford and Elizabeth 'Sis' Hovey, who in 1929 became the first woman to skipper a boat in an international competition between Sweden, Germany and

the U.S.

In 1980, after owning *Harlequin* for 16 years, Seals (who bought out his partner) finally decided to sell. Though still emotionally attached, he realized the boat needed some serious TLC that he simply didn't have time to do. So when a young rigger named Bruce Schwab came down, took one look inside and said, "Wow, what a great project!" — it was music to Seals' ears. Bruce offered Rich a half

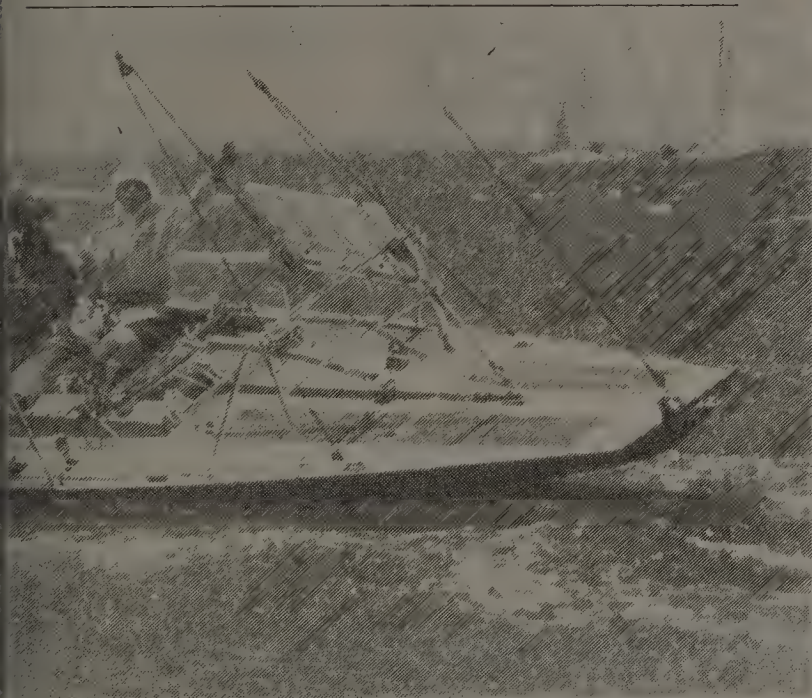


# RUMBLESEAT

COURTESY CERTE STINNES



Ready to rumble (clockwise from below) — 'Rumbleseat' at the start of the '96 Singlehanded TransPac; the beautifully fabricated mast step; at the '94 Doublehanded Farallones (still sporting the original keel); top center, inside looking aft; below center, 'the geek' with recent winglets; 'Glückauf III' (X42) racing off Kiel, Germany, in the '30s. The 'whip' masts were rule beaters, allowing slightly more sail area without being penalized.



LATITUDE/JR

while you're busy making other plans. It would be 13 years before the old woodie sailed again. Tucked in various nooks and crannies at Svend's, the boat went untouched for sometimes months at a stretch. "I think one of the reasons I never got fired during that time is that they'd be stuck with the boat!" Bruce laughs.

About 1990, the project finally got up a decent head of steam. Schwab went through her completely, updating, repairing and 'modernizing' to a degree that often scared the hell out of onlookers.

For starters, he took the keel off and flipped the boat upside down. With the help of boatbuilders like Arne Jonsson and Bob Benoit, he took the hull down to bare wood, inside and out. Caulking was removed from between the planks and replaced with long splines of Sitka spruce. Bruce then cold-molded a whole new skin of WEST-impregnated, eighth-inch Port Orford Cedar over the outside of the hull. Besides making the hull more rigid and leak-free, it gave her the elegant bright-finished look she wears today. Inside, sister frames were removed and originals strengthened with laminates. Ring frames were installed to further stiffen the hull and take the load for the new deck-stepped mast. Below the waterline, Bruce permanently attached and faired the old keel-hung rudder into the keel, and fitted a separate elliptical rudder aft.

With plans to do ocean races, he also made radical changes on deck, starting with the cockpit. On the stock boats, this is an open affair, Folkboat-style. As the 30-Squares can be wet boats to sail, this meant almost constant bailing in any sea. Again with the help of Jonsson and Benoit, Bruce enclosed the cockpit and made it self-bailing via large drains in the sole. He reworked the deck layout to run all lines aft. Throughout the refit, he designed dozens of custom fittings such as backing plates, winch bases, mast step, pulpits fore and aft and other deck gear. Carston Grassvik and Jeff Daniels of Svend's metal shop brought all the designs to life, then finished them off in meticulous detail and, where appropriate, new anodizing.

Aloft, the original keel-stepped wooden rig is long gone. In its place is a bendy, aluminum spar that weighs in at a fraction of the original. The boom is also aluminum, with cutouts to further reduce weight. Schwab rigged the boat to run both fractional and masthead kites, eventually installing an articulating pole arrangement on the foredeck for the latter. And with its long overhangs and high-aspect rig, this boat has plenty of extra deck — beyond the headstay, there's still six feet of boat left!

Bruce renamed and relaunched *Rumbleseat* — the moniker celebrates the boat's era and a lively bottleneck guitar piece that he wrote — in December, 1993. The next spring, he won his class in the Doublehanded Farallones race for the first time after nearly a decade of coming in second or third in borrowed boats. "I knew she would do well," he says, "and I think I made some good tactical decisions, but I never expected to finish in front of so many ultralights."

The boat continued to perform well in events through '94 and '95. It was at the end of that latter season that Bruce made two big decisions: he would fulfill a long-held goal to do the following year's Singlehanded TransPac Race from San Francisco to Kauai, and he'd go ahead with the most radical modification yet: cutting off the old keel and replacing it with a completely new strut and bulb.

"It was kind of a no-brainer that it would help," notes Bruce. While keeping the same righting moment, a strut and bulb would present less drag and concentrate the ballast down lower. Designer Jim Antrim helped with the early drawings of this modification, but Bruce admits he never felt more alone than when he made "the world's biggest sawzall cut." One day in late 1995, to the horror of observers, Schwab literally cut the bottom of *Rumbleseat* off as high as he could without breaching the interior of the boat. For an event like the SSS TransPac, which routinely takes participants a year or more to get their boats ready, Schwab had seven months and a boat with no bottom.

interest in a Santana 22 for the boat and the deal was struck.

Schwab grew up sailing and especially liked shorthanded events. As a rigger at Svendsen's Boatworks in Alameda, he had ample opportunity to sail on all sorts of boats over the years, gradually becoming a true convert to long, skinny boats with ballast down deep — boats that he felt could easily be sailed to their ratings by one or two people. When he got the 30-Square, his intent was "to make her into my vision of how a hot little shorthanded boat should be."

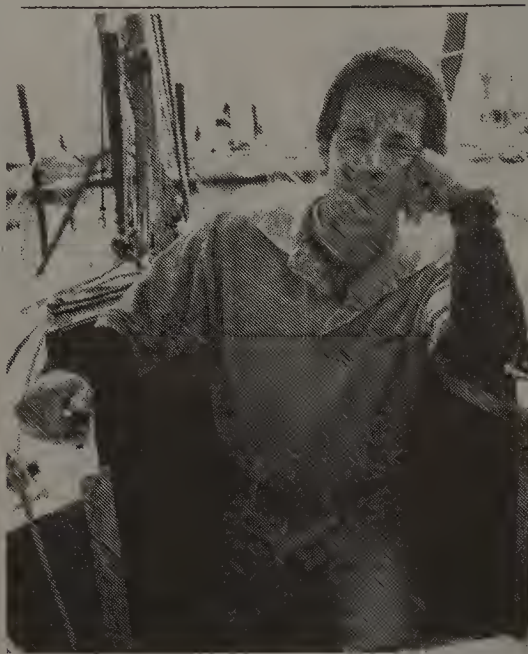
But as John Lennon once observed, life is what happens to you



# RUMBLESEAT

To say Bruce spent many off-hours working on the boat is like saying the Beatles were a pretty good band. Friends and associates at Svend's redoubled their efforts to help ready the boat in time, jokingly threatening to take out a life insurance policy on Bruce to protect their investment. Everything for the new keel arrangement was fabricated at Svend's, from the beautiful steel weldment that formed the strut and supporting assembly to the keel, cast from lead scavenged from a wrecked Express 37 keel.

"With all that help, I had to win!" laughed Bruce when we interviewed him as part of our '96 Singlehanded TransPac preview last May. And win he did, taking division and overall honors by more than a day on corrected time. Astoundingly, he missed the elapsed time monohull record of 11 days, 10 hours and 52 minutes (set in the windier 1994 race by the Cal 40 *Illusion*) by only 32 minutes! During the '96 race, *Rumbleseat* hit a high speed of 17 knots, and recorded hours of 13s and 14s reaching into the finish at Hanalei Bay. Besides being a highlight of this dynamic singlehander's life, the round trip to Hawaii (Bruce also sailed the boat home) also marked the longest ocean trip for any 30



Bruce Schwab.

Square Meter. *Rumbleseat* is also the oldest boat ever to race in this biennial event, which dates back to 1978.

Now 'de-turbo'ed for local sailing (the rating-killer masthead kites are off the boat, along with most of the electronics and other weighty gear needed for TransPac), *Rumbleseat* continues to sail into the winner's circle. As recently as mid-March, with full crew complement of three, she won the Big Daddy pursuit race.

Considering all the time and effort Bruce has put into *Rumbleseat* (and continues to put in; he recently added winglets to the strut), it's easy to suggest that sailors of larger, more modern boats shouldn't feel so badly when the 67-year-old woodie sails by them like they're tied to a stump. But it might be easier to avoid the embarrassment

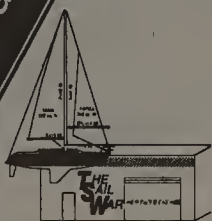
and tack away like that's what you meant to do all along.

In the grand tradition of 30-Squares everywhere, it's a good bet *Rumbleseat* will be embarrassing newer craft for a long time to come.

— *latitude/jr*

*Editor's Note: Rumbleseat will be on display in the water at Sail Expo. Stop by and have a look between April 24-28.*

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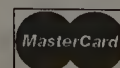
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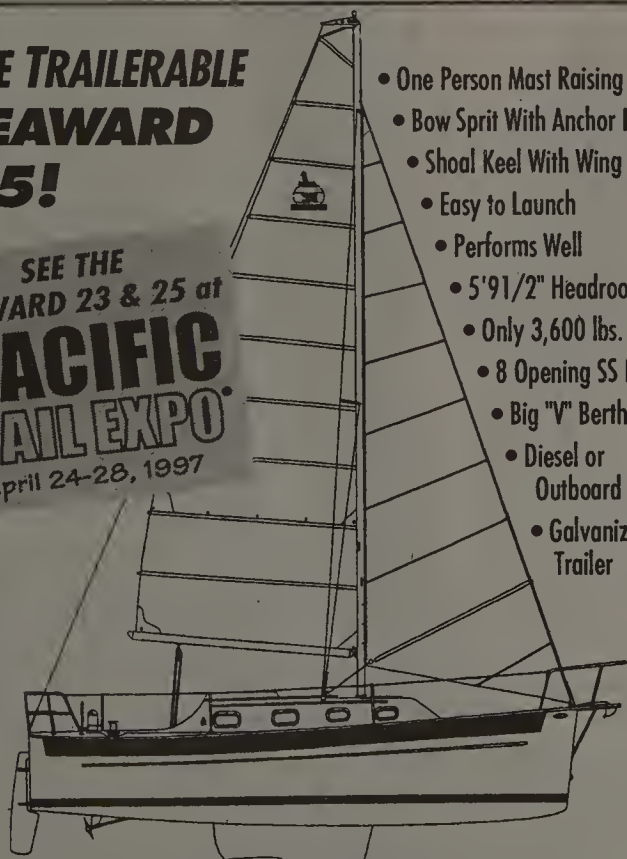
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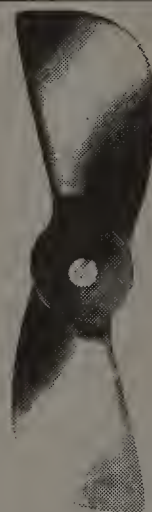


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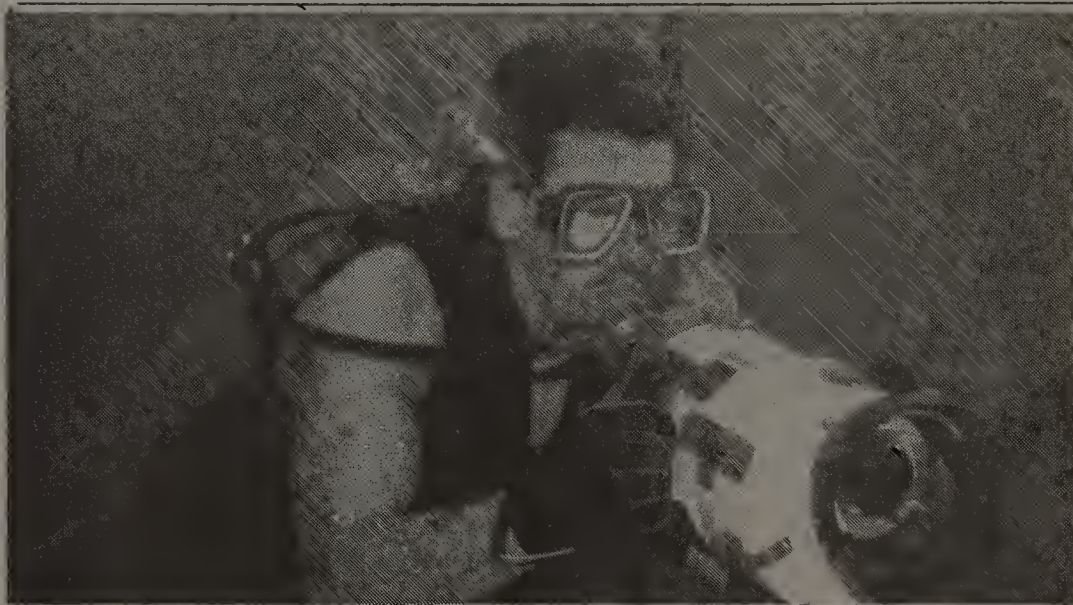
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# DIVING IN

Your Short Sightings article in the March issue titled 'The Red Triangle' left me feeling I had a story and information to share. Many people find sharks a fascinating subject, and for most, the idea of being attacked by one is an inconceivable night-

mare. mouth of Tomales Bay about 10 years ago. A fellow spearfisherman suggested that my buddy, Erin McBride, and I try diving there



COURTESY COLUM TINLEY

mare.

You mentioned the fact that nine humans have been attacked near Tomales Point since 1962. Mark Quint, the ninth victim who was yanked off his surfboard by a white shark in October, no doubt understands the geographic corners of the 'red triangle' as do countless other people who use those waters for recreation. On August 13, 1996, while abalone diving near Tomales Point, I became victim number eight. I was attacked by a 17-18 foot white shark.

Many people wonder, "What the hell are you doing diving in that area? It's a well known shark feeding ground! Are you crazy?" No, I'm not crazy. A thrill seeker maybe, but I'm not crazy, nor am I stupid. I have been diving for 20 years, teaching diving for 14 years, sailing the ocean and Bay for 10 years, and I'm an emergency room nurse with 15 years experience.

Certainly your chances of being attacked by a shark are greater at Tomales Point than at Point Arena. But the odds are still small. Nine people have been attacked at Tomales Point since 1962. How many people have been in the water there since 1962? Although the chances of experiencing a shark attack are greater in the Red Triangle, swimming there is still statistically safer than driving your car to Tomales. It's like anything else in life: you assess the risk and then decide if the activity is worth the risk. If you decide to take the risk, then you alone are responsible for the consequences.

I remember the first time I dove at the

*Above, Colum Tinley. Right, a great white shark. The relative size of Colum to the shark that attacked him is about the same as these photos.*

in late July and early August when California halibut come into the sandy shallows to spawn. Drifting a few feet above the bottom and riding the flooding tide into the bay while watching the sandy sea floor for well-hidden halibut is very challenging. The halibut spook easily and often bolt away from their camouflaged positions before the motionless approaching diver is able to get a clean shot off. The limit on halibut in Tomales Bay is three. Three 15-30 pound halibut will send you home with a big smile on your face and an ice chest full of fresh fillets.

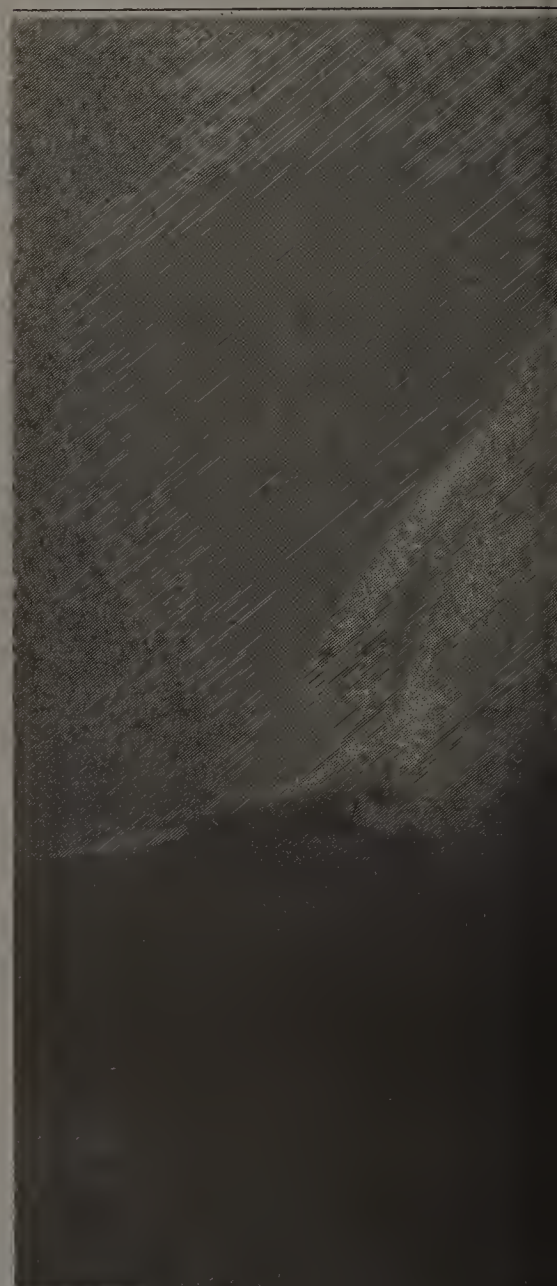
Of course, you can't help occasionally thinking about the fact that you're diving in shark-infested waters, and it does invoke an uneasiness. So the prudent diver does not drag his or her catch of bloody fish alongside. The fish are immediately taken to the surface and put in the boat. Time at the surface, where most white shark attacks occur, is minimized. Get in the water, get to the bottom and start hunting. When you're done, come to the surface and get into the boat. For the past 10 years I and many other divers have dived safely at the mouth of Tomales Bay in this manner. On average I would say I have seen about 5 to 15 divers at the mouth of the bay when the halibut are running, in addition to another 10 to 25 less adventurous types fishing from boats.

On August 13, after completing an unsuccessful morning halibut dive with my

girlfriend, Karol Knox, and a buddy, Charles Willson, we moved the boat over to a rocky area to pick up a limit of abalone, as I usually do before going home. On this particular day, however, the ocean was calm enough to go outside the bay and explore the rocky coastline. We stopped at Bird Rock, the first tiny island south of Tomales Point. On my first dive I picked up two abalone.

On the second dive I was 10 feet below the surface when I noticed something moving about 10 feet below me. Because visibility was limited to 15 feet I was only able to see the shark's tail section. I knew exactly what I was looking at and the terrible situation I was in. I thought to myself, "Oh, shit!"

Before I could do anything else, the shark turned and charged up beneath me. As she





# THE DANGER ZONE

raced up, on pure reflex I threw my arms out. When her mouth opened to engulf me I made a desperate effort to push myself off her nose, the only thing between me and her

positions its grip on a stick when you're playing tug-of-war. That's just what I felt like, a stick in a dog's mouth. At the surface she let go and swam away.

**I**t is interesting to note that while carrying me to the surface this shark was, in her own way, very gentle with me. She never bit down. The crescent-shaped pattern of damage was confined to the front of my body and left arm. There wasn't a single mark on my back. We're talking about an

*Before I could do anything, the shark turned and charged up beneath me. . .*

mouth. I hoped that I could push my body away and allow her to swim by like a raging bull runs past a matador.

It did no good. She grabbed me around the chest and carried me to the surface. On the way she repositioned her grip on me the same way a dog re-

(I refer to this shark as female because, according to Ralph Collier of the Shark Research Committee, the 19-inch bite radius which extends from my suprapubic area to my shoulder belonged to a shark between 17 and 18 feet long. Males typically grow to only 14 feet.)

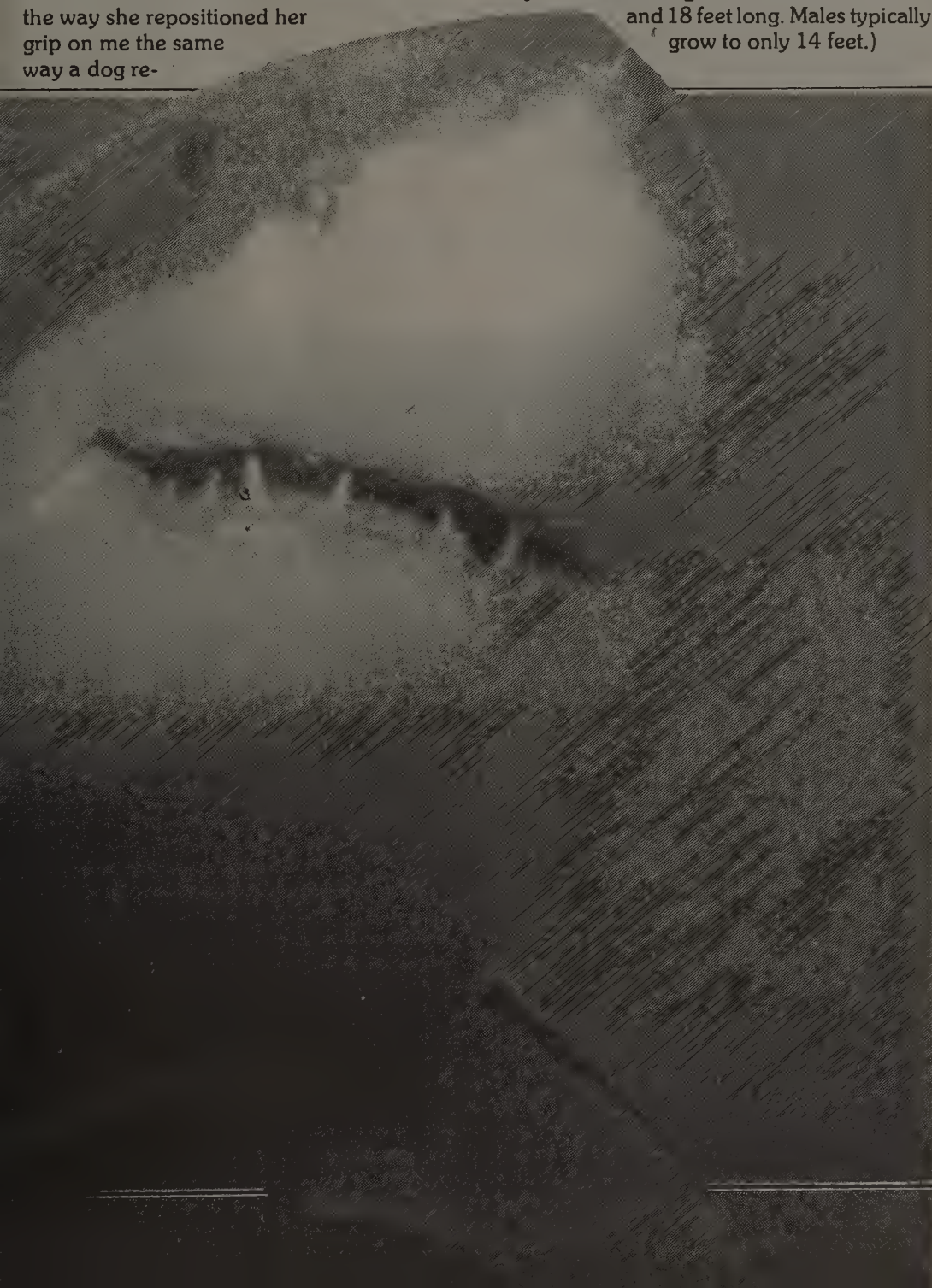
animal that had the ability to bite me in half. Yet all she did was carry me through the water using her lower jaw, a process called 'raking' that white sharks use to explore objects in their environment.

**U**nfortunately, that alone is enough to inflict major damage. I suffered multiple deep lacerations to my abdomen, left shoulder (from which three small tooth fragments were removed), and all over my left forearm including one Z-shaped laceration about 8 inches long. The latter has been the most debilitating injury because it severed a nerve that works the extensor muscles of the hand. This meant I couldn't open my dominant left hand any wider than the width of a beer can. Some would say that's all you really need.

After speaking extensively with three shark researchers about my attack, and learning a great deal from them, I'd like to share my opinions about white shark attacks.

As noted in last month's *Short Sightings*, these sharks typically bite humans and then let go. The conclusion that the shark is confusing the human for its primary food source, pinnipeds, is reasonable, but I don't believe that is always the case. These sharks have evolved some amazing senses involving smell, vibration, sight, and electrical fields. While spearfishing in Carmel Bay about 10 years ago we accidentally attracted an 18-foot white shark. It took her about an hour to trace the scent of blood to our boat from about a mile away, but she did just that. Fortunately, no one was in the water when she arrived.

**I** feel that a shark encountering a human in the water is probably able to determine it is not a seal. For one thing, the human is smaller than your average harbor seal, sea lion, or elephant seal. For another the silhouette of the human has long, skinny arms and legs which the pinnipeds do not. And the movement of a human through the water is nowhere close to the grace displayed by a marine mammal.



DISCOVERY CHANNEL



# DIVING IN THE DANGER ZONE

## AVOIDING THE SUBJECT

Shark 'repellants' have come and gone over the years. They've ranged from the lame dye of the post-war Navy (whose only repellent value was getting the sharks laughing so hard they might forget to eat you) to nets and 'bubble fences' off swimming beaches, to unwieldy bang sticks that were just as likely to blow a hole in you or your boat as some attacking shark. We even remember reading about a guy who painted yellow stripes around his black wetsuit to fool South Seas sharks into thinking he was a big sea snake.

Fortunately, it now appears that a South African group has finally found the true Achilles heel of the ocean's great predator — electrical impulses. The Natal Sharks Board (a government agency created to protect swimmers and divers from sharks, while at the same time protecting shark populations) came up with the idea for the 'Shark POD' a few years ago, and so far the device has passed all tests with flying colors.

Here's how it works. Sharks have acute sensory organs that can detect the electrical impulses emitted by, say, a wounded fish. In the Shark POD, developers have simply reversed the process — come up with an electronic signal that scares sharks away. In tests in the wild (including off Southern California), the POD has consistently repelled sharks intent on taking chunks of bloody meat 'bait'. In one South Africa test, a great white was repelled from its favorite food,

seal meat, 48 straight times.

The actual device consists of a battery pack and two probes that emit the electrical field. The scuba model mounts one probe on the diver's tanks and the other on a fin. The promise of the gadget, which runs on a 12-volt rechargeable battery, is that it will afford divers a sort of underwater *Star Wars* type 'force field' for up to 90 minutes. Future models under development will be built into surfboards, kayaks and even lifejackets.

The Shark POD is already on the market in South Africa, Japan and Australia. It is expected to be available on the West Coast sometime this spring. (A ballpark price was unavailable at presstime.)

It's worth repeating Colum Tinley's suggestion in the main article that boaters should not let the fear of shark attack keep them from enjoying the water. We'd strongly advise boaters not to swim in the red triangle (the corners of which are Tomales Bay, the Farallones and Monterey) or around seal colonies anywhere. But most won't anyway. If you *have* to go swimming — such as when a boat sinks out from under you — you have a lot more to worry about than big fish.

That said, you won't get any argument from us that a shark repellent device built into a lifejacket would be a good thing. We'll be first in line to get one when they come out. Here's to hoping it's better than anything that's come before.

— latitude

It's nothing more than reflex for a passing white shark to strike at a human. It's exploratory behavior. The shark doesn't know what you are so it grabs you with the only thing it can, its mouth. Ouch! If the shark wants to eat what it's caught, that person is dead

meat. If the shark mistakes you for a seal, I believe it would attack with considerably more force. Think about any wild animal that wants to eat another critter. If that prey has the ability to escape, the predator will attack with enough ferocity to kill the creature with

the first blow. In fact, this is exactly how a white shark attacks a seal.

I still wonder if I had just laid on the surface where that shark left me, if she would have returned to consume me. Or am I too skinny compared to her regular fatty pinniped diet? Sorry, I didn't have the foresight to do a biology experiment at the time. I was in a major hurry to get my bloody ass out of the water and catch a helicopter to a trauma center.

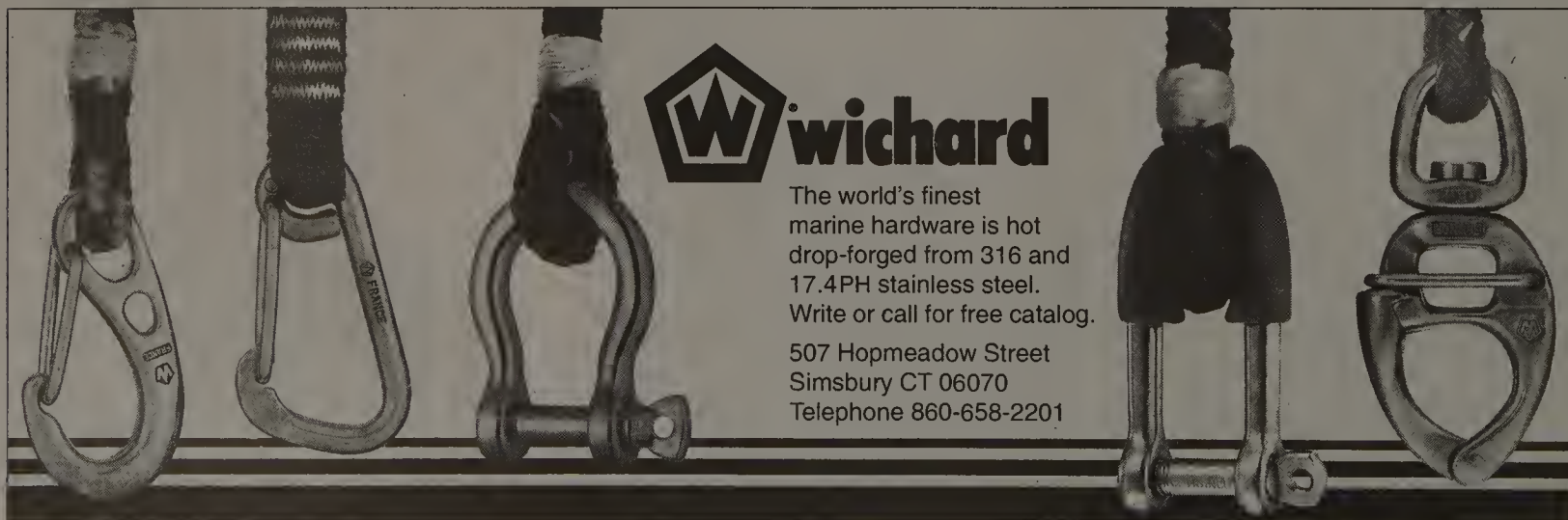
Anyway, don't hesitate to get into the ocean because of sharks. The risk they pose is very small. Although you would certainly be safer to follow *Latitude*'s advice and only sail in the Red Triangle — saving your diving and surfing days for safer locations elsewhere.

By the way, this experience has not discouraged me from enjoying the beauty of the underwater world. I will continue to dive as soon as I complete a nurse anesthetist residency I started just two weeks after I was attacked. I'll probably avoid the Red Triangle though.

The resulting neurological deficit in my left hand is improving as the result of a sural nerve graft — a nerve taken from my ankle to repair the damage in my arm. Twenty years ago the nerve damage I suffered would have been permanent. Since we now know that peripheral nerve tissue does regenerate, I'm anticipating a slow but eventual recovery to near normal function.

Like so many others, I share the goal of living aboard while cruising the seven seas. I look forward to 1998 when I'll be out of school and able to play in the wonderful salt waters of Northern California again. See you out there.

— colum tinley



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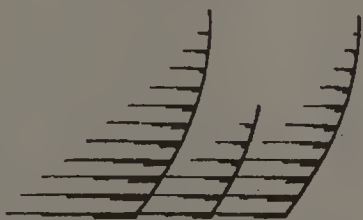
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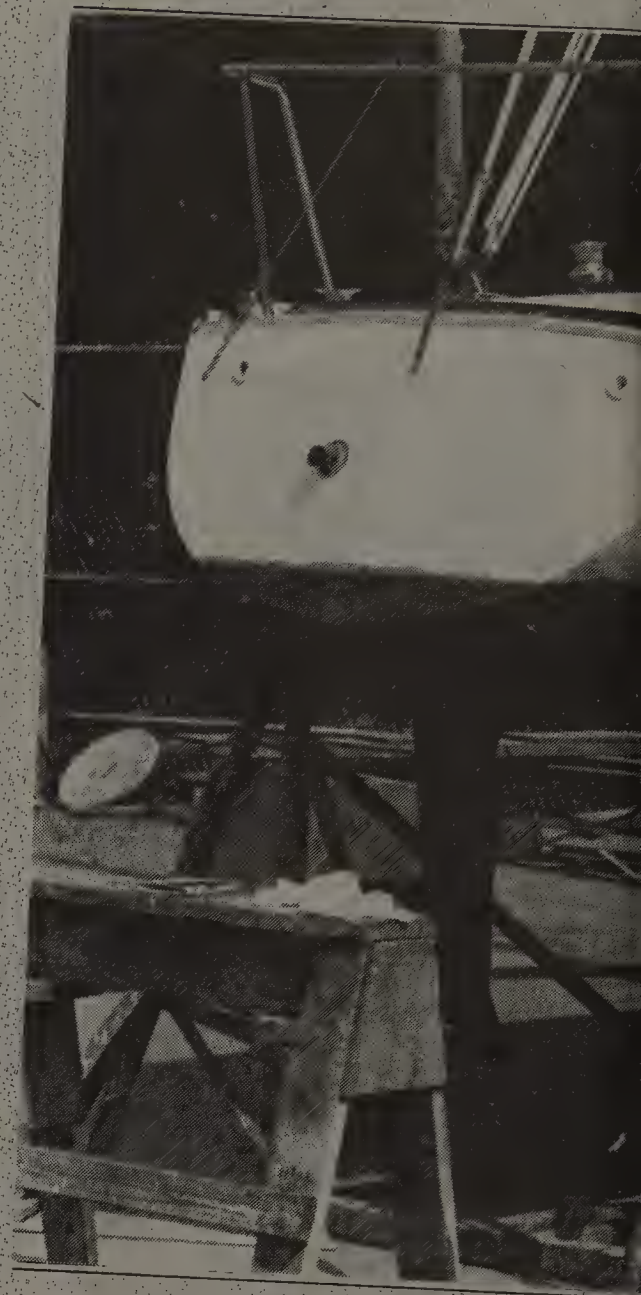
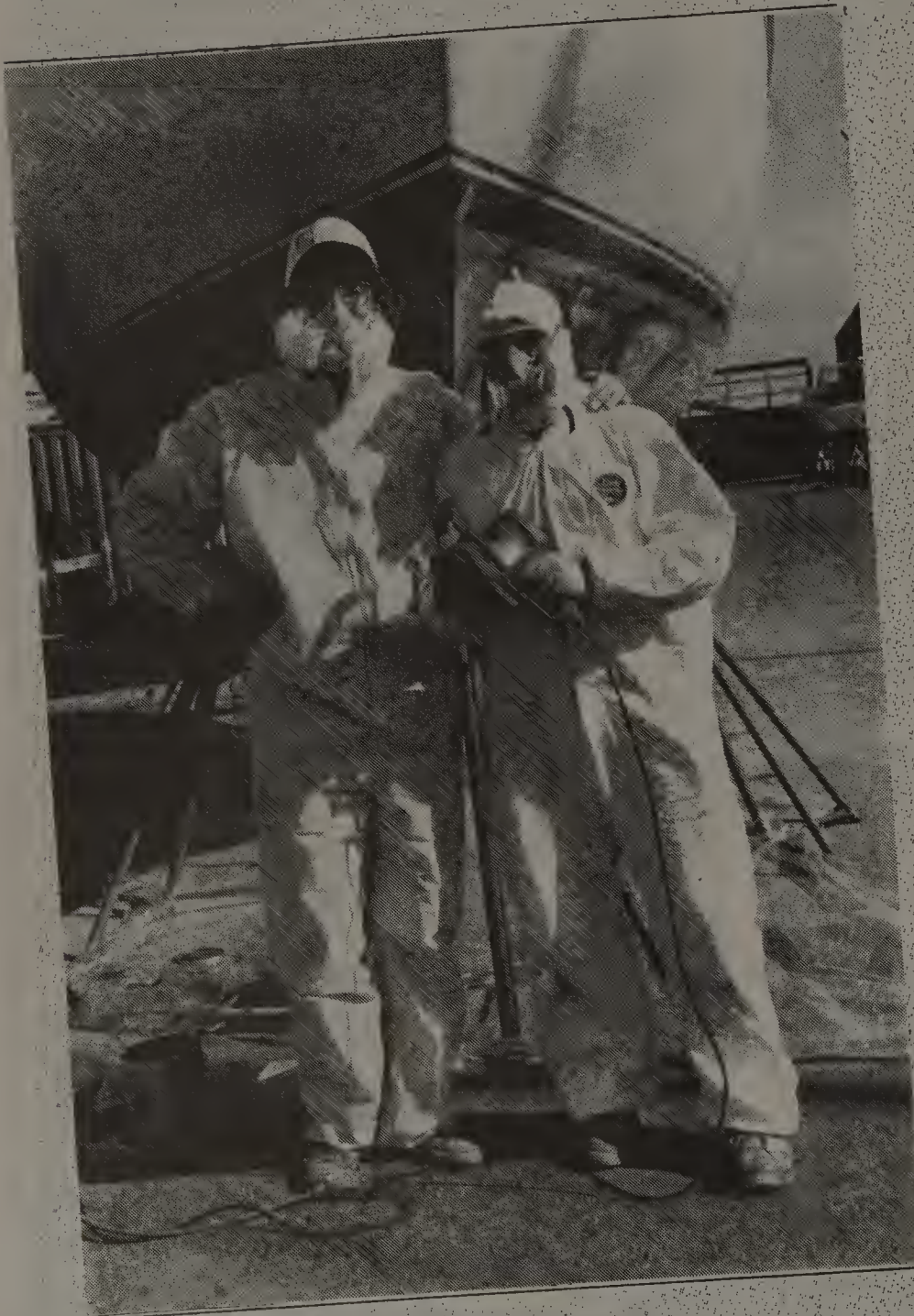
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# SPRINGTIME

Spring came early to the Bay Area this year, prompting a kneejerk reaction on our part to run out to the see what was happening in the boatyards. Hopping in our car one sunny day in mid-March, we bombed around madly looking for 'everyday people' to profile as they worked on their boats. But the yards didn't seem particularly crowded yet, and except in Alameda, there was barely enough going on to make the trip worthwhile. Still, even on a slow day, we really enjoy this particular assignment — who else gets paid to hang out in different boatyards all day and talk about sailing? As usual, there was no method to our madness — we just poked our head into some of the larger yards and started jawing with the first folks we ran into.

Later, back in the editorial dungeon, we realized why we hadn't seen the usual swirl of boatyard activity — our timing was off by a month! Normally we do our boatyard pilgrimage in the May issue. *Hmmmm*, maybe we'll just have to do it all over again next month — by then the boatyards should be stuffed to the gills with people doing the 'spring thing'.



**Nelson's Marine** (Alameda) — Looking like creatures out of the *X Files*, Leif 'Eric' Larson (left, at left) and Chris Korte were hard at work applying a second coat of red bottom paint to the former's 1985 Catalina 30 Shout. "Chris and I are both engineers at Hewlett-Packard," explained Eric. "He's a fairly regular crewmember, and was nice enough to give me a hand today. He actually seems to be enjoying this!"

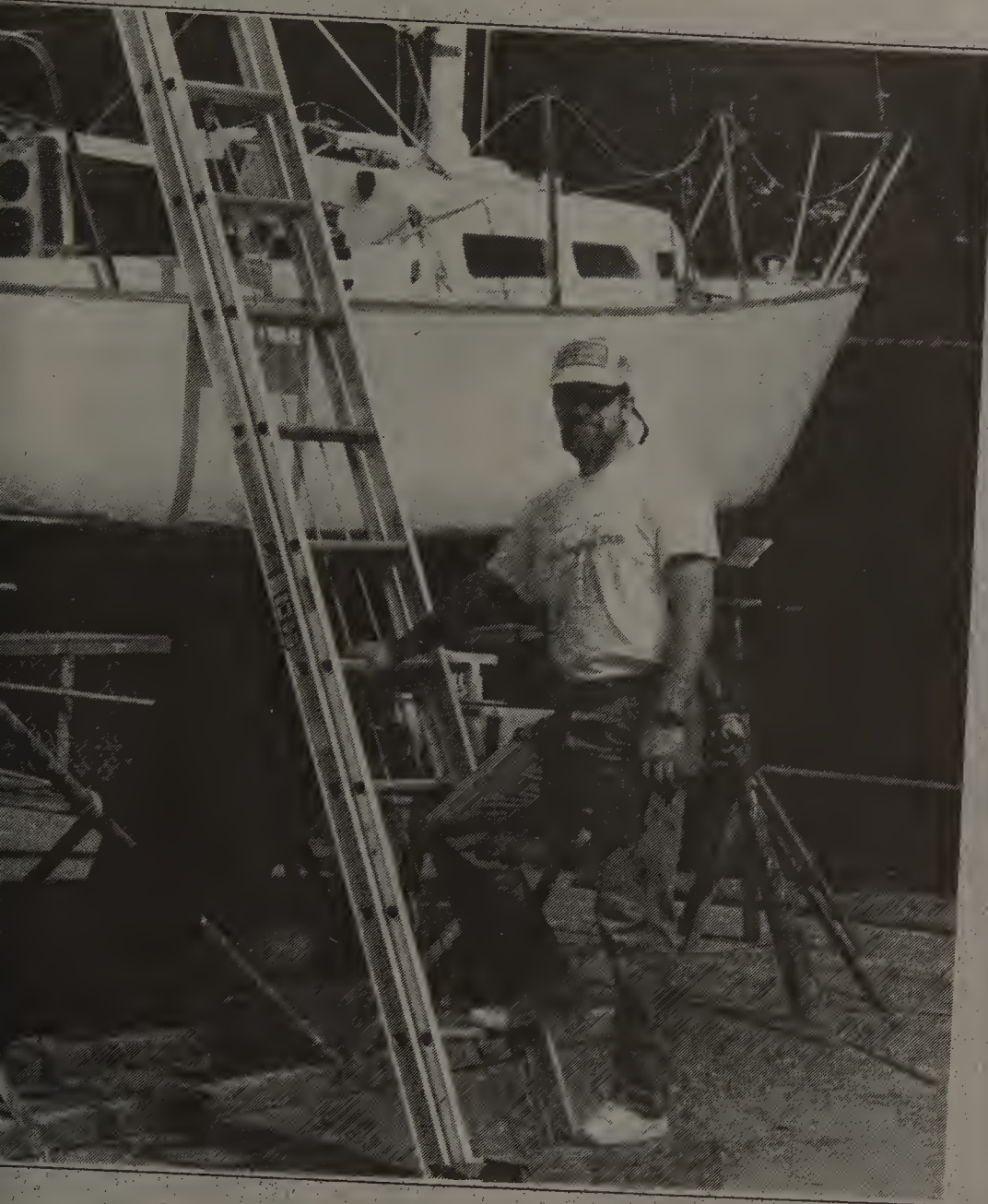
Like many haulouts, this one was going into overtime. "I thought I could get everything done in two weeks, but it's going to take three," said Eric. "Turns out there were cracks around the keel and some gel-coat work that needed to be done."

Eric grew up sailing in San Diego, and purchased this boat, his first, five years ago as a place to live. After 2½ years of "cheap rent", he moved ashore, but continues to daysail *Shout* out of Ballena Island Marina at every opportunity. "I hope to do the next Baja Ha-Ha," he said. "I've always wanted to do that trip — maybe this will be the year?"

This was the last time we'll be visiting Nelson's Marine, always one of the busiest do-it-yourself yards, at its present location. The business is currently in the process of moving to its spacious new 'uptown' digs in the former Alameda Naval Station.



# IN THE BOATYARDS



## **Svendsen's Boatworks (Alameda) —**

The merry group pictured below didn't seem to be getting much work done, but they certainly were having fun. Ostensibly helping Terry McKelvey (second from right) work on the mast of her Cal 2-27 *Sensei*, they were mostly swapping singlehanded tales and advice. "It's a mini SSS TransPac reunion," laughed McKelvey, a systems analyst in Novato and a veteran of the '96 race. Heli Roiha (second from left) served on the race committee that year, and helped Terry sail her boat home.

The guys flanking the women are both two-time SSS TransPac vets: Greg Morris (left) also had his boat, the Farr 33 *Slipstream*, pulled out there for some keel work. Mike Jefferson (right), owner of the Yamaha 33 *Foxyfyre*, was just wandering through, and had been trying to teach Terry how to splice coax cable. Two other recent TransPac alum just missed being in this 'family portrait': Mike Deppe, whose Ericson 38 *Berserker* was in the water nearby, was around earlier in the day, and Bruce Schwab had just gone for a daysail on the *Azzura*.

"I'm beefing my antenna up at the request of the competitors and the race committee," explained Terry. "No one can hear me out there. . . Now, I'll be able to chat with people all night long! Anyway, I'm glad I had the mast down, because I found — *surprise!* — a cracked spreader bracket. So I'm upgrading from wood to aluminum spreaders, and also redoing much of the standing rigging. It's touch and go if I'll be ready for the Singlehanded Farallones."

## **Berkeley Marine Center (Berkeley) —**

Jim Dougherty (above), a mechanical technician at Lawrence Berkeley Lab, was painting the topsides and bottom of his '73 Ranger 23 *Silja* (ex-*Sunrise*, ex-*Snowgoose*). "The name means 'seal' in Finnish," he explained. Jim picked up the boat a year ago, and had been putting off some basic maintenance. "During the last big storm, my neighbor's docklines rotted through, and his boat banged up hard against my starboard side," said Dougherty. "Looking on the bright side, it energized me to finally getting around to doing the haulout!"

Jim previously owned different high performance dinghies, but "got tired of pulling on a wetsuit whenever I wanted to go sailing." These days he enjoys singlehanded, and may enter some low-key beer can races this summer. "I get off work at 3:30 every afternoon, and I love to head out on the Bay, usually by myself," he claimed. "The wind is usually perfect at that time of day."





# SPRINGTIME



**Grand Marina (Alameda)** — If we didn't know that Scott and Marion Beard (above) both had high-tech jobs in Silicon Valley, we'd swear they were salespeople for Catalina Yachts. "We should have been in your new boats article last month," enthused Marion. "We love everything about this boat!"

*Wings*, their two year-old Catalina 42 Mk. II, was gleaming after receiving a bottom job and topsides wax. "This is our first boat," explained Scott. "I had sailed with Dean Briggs a few seasons ago on his Columbia Challenger *Shay*, and we won our class. I got all inspired to buy a boat, but Marion had never even been sailing before. Everyone thought I was completely nuts!"

As it turned out, the Beards couldn't be any happier with their choice. "*Wings* is easy to sail with just the two of us, and really roomy," said Marion. "We had a 10-day trip down to Monterey Bay last summer, and are looking forward to more coastal exploring in the future."

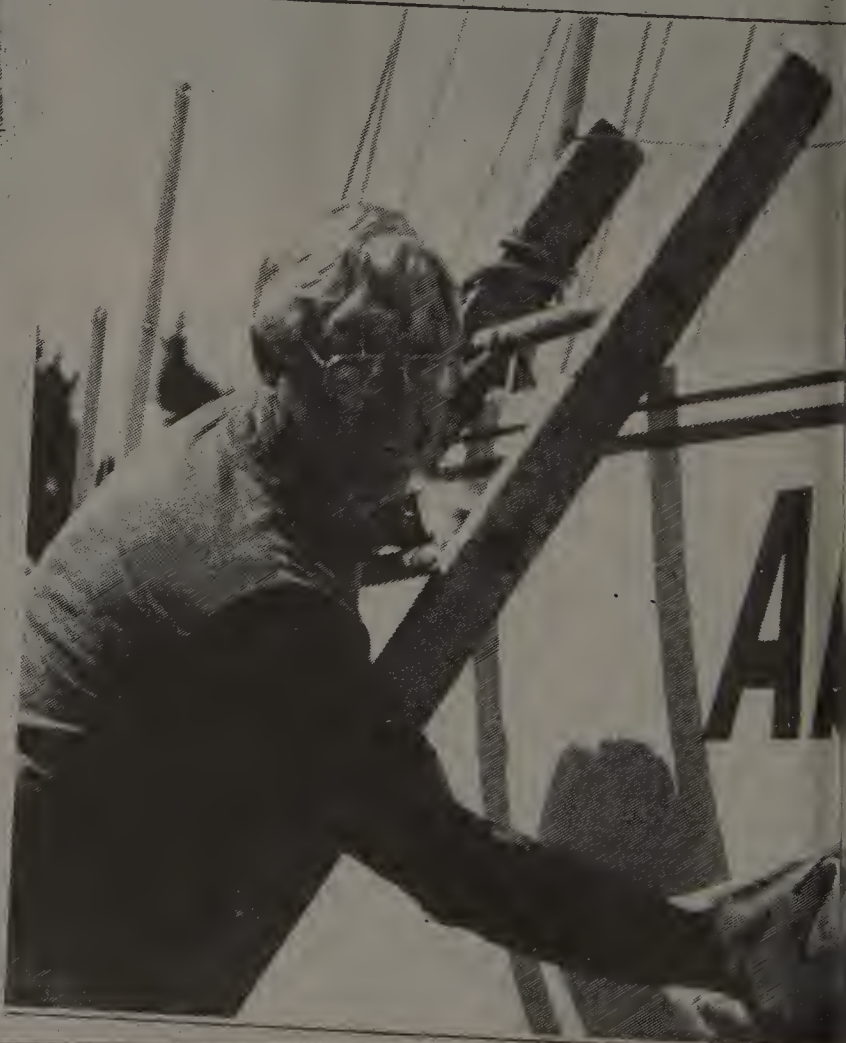
Maybe they'll even have some sisterships to cruise with next summer — the estimated 25 or 30 Catalina 42s on the Bay are even now in the process of forming a local fleet. "The Catalina 27s, 30s and 34s are all quite organized," said Scott. "Hopefully, the 42s can get it together, too."

**KKMI (Richmond)** — April marks the second of a planned three-year building project for Frances (pictured at right) and Colin Brann and their new boat, a custom Koopmans 49 cutter named *Snow Dragon II*. But even at this early stage, the *Dragon* has been transformed from an austere aluminum shell to a work in progress exuding the warmth and innovation of her owners. Frances was in the process of installing interior wood trim when we stopped by; husband Chris was off at work helping fund the project this day.

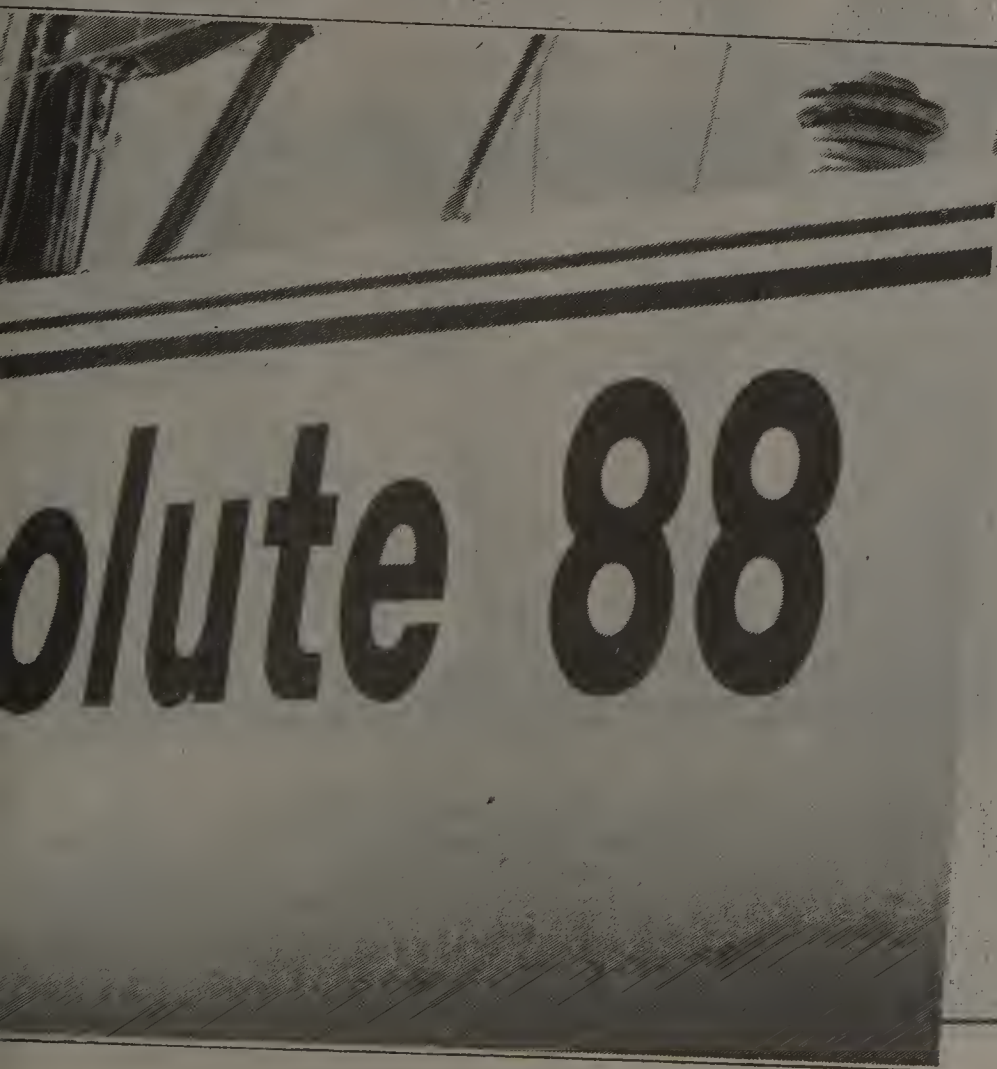
We weren't the first to mistake the sheen of *Snow Dragon II*'s virgin hull for stainless steel. That error led to an interesting 15-minute discourse on the relative benefits of steel vs. aluminum construction — which boiled down to the former being cheaper to build with, but more expensive once you factor in the intensive, expensive anti-corrosion treatment a hull must go through before launch. So the Branns opted for aluminum. Out of necessity more than desire, they've become authorities of sorts on the material. "People come up to us all the time asking questions about aluminum construction," laughed Frances, "like we're such big experts!"

The punch line of the joke is that this is their first metal boat, although they've sailed aboard others, including designer Dick Koopmans' personal boat. The first *Snow Dragon* was a (fiberglass) Hunter 31 in that they cruised from the inlets of Alaska to the Barrier Reef of Australia for 3½ years.

"I'm hoping we have only about a year to go before we start sailing again, but there's an awful lot to do," claimed Frances, adding with a smile, "If we'd really known what was involved in building a boat, we probably never would have started!"







## San Francisco Boat Works (SF) —

Every winter, Keith MacBeth brings his pretty Wylie 37 *Absolute 88* up from Santa Cruz to spend the winter on the Bay. "We sail out of South Beach, and generally do two mid-winter series," explained Keith. "The harbor mouth at Santa Cruz shoals over during the winter, so big boats can get stuck inside. I like the change of scenery and competition, and don't understand why more of the racing fleet down there doesn't do the same thing."

Before heading home in the spring, *Absolute 88* gets her annual manicure at SF Boatworks. "Jock (MacLean) treated us really well, and his replacement Craig (Page) is equally competent," claimed Keith. "Among other services, they keep a record of our keel bolt tension and make annual adjustments accordingly."

When we bumped into Keith (left), he and crewmembers Ralph Joy and Brandon Burke were busy waxing the fiberglass hull of his custom 1988 racer (hence *Absolute 88*; his previous boat, a wooden Wylie 33, was launched in 1980 and named *Absolute 80*; the boat before that, a Peterson half tonner, was just *Absolute*). "We're looking forward to summer," said Keith. "Especially the Wednesday night races in Santa Cruz — in my opinion, that's the most fun you can have on a sailboat!"



# SPRINGTIME IN THE BOATYARDS

**Bay Ship & Yacht Co. (Richmond) — Chez Moi,** a 40-foot Bruce Roberts-designed Spray replica, was out of the water for the first time in three years for painting and maintenance to the mast steps. "She's a steel boat, and electrolysis had eaten away the base of both masts," explained owner John Guimont of Cupertino, literally a rocket scientist. "Aluminum and steel need to be separated better. We probably would have dismantled soon if we hadn't found this problem."

Wife Victoria, a materials manager, had just finished painting the aft deck with white paint while John was about to apply a second coat of blue bottom paint. They fetched Windy, their year-old West Highland terrier, from down below for the photo opp. "She's really good on the boat," claimed Victoria. "She wears a life jacket, and gets a little seasick the first time outside the Gate — just like a human!"

The Guimonts found *Chez Moi*, one of an estimated 500 Spray replicas in the world, through a classified ad in *Latitude* six years ago. "She was a Mexico and Hawaii vet," said John. "I liked how stable she is in a blow, as well as how beautifully finished off (Honduras mahogany) she is below." The couple keeps the boat at Oyster Point, and looks forward to cruising south in a few years. Presently, they're weekend warriors on the Bay and immediate coastal environs. "We're part of the California Cruising Clippers, a paper club of about 30 members," said John. "It's a fun and active group; we average 15 boats on each cruise."



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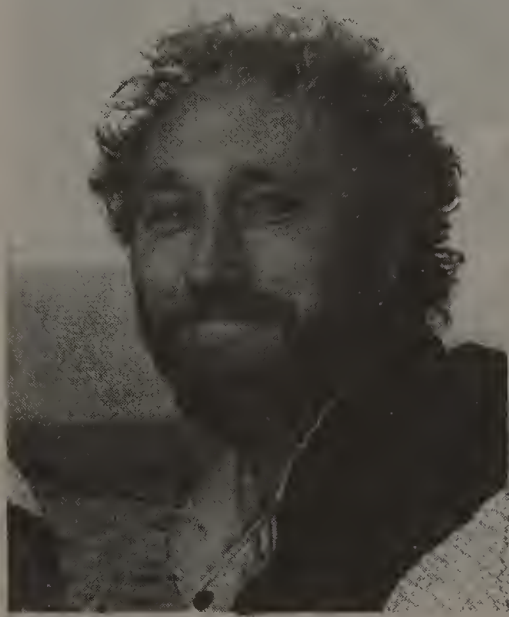
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# SAMANTHA — LOSS

Sometimes you have to lose just about everything to realize just how wealthy you really are. Just ask Tim Litvin.

On January 20, Tim's boat was stolen from its slip at the Santa Cruz Yacht Harbor, beginning a series of events so outlandish



Tim Litvin.

they could only be true.

This story had its beginning back in 1990, when Tim, then a student at UC Santa Cruz, purchased the 1968 Cheoy Lee Offshore 27. *Samantha* has served as his home, main recreation and object of almost constant affection ever since. Whether sailing Monterey Bay, doing short coastal trips or undergoing the latest of Tim's many custom upgrades, *Samantha* was rarely idle.

The boat sailed 150 days last year; 200 days the year before, including cruises up to San Francisco Bay. Among items added by Tim, now a 38-year-old mechanical engineer: a new Yanmar diesel, a 2,000-watt inverter, etched glass ports, microwave, stereo and the *pièce de résistance* — a completely integrated nav station (including PC) that Tim calls "an exercise in density packing." From the rough but ready little cruiser he'd first bought, Tim's boat had evolved into one of the nicest 27-footers around. And he looked forward to many more years of making her even better. "For me, this was the perfect boat," he says. "I really planned on keeping her *ad infinitum*."

In mid-January, Tim flew to Florida to attend his brother's wedding and visit relatives. Several days into the visit, right after his brother married his new wife, Tim got a totally unexpected call from the brother's first wife. "Good news," she said, "they found your boat." Gary asked what she was talking

about. "Oh, you haven't heard? Somebody stole your boat, but it's on the beach."

Tim hadn't talked to the woman in years, and it took a moment for what she was saying to sink in. It seems a whole network of Tim's friends had been trying to locate him through the Internet. When they found a Litvin in Orlando (the brother's ex), they called her. She called around and found Tim.

"After that," says Tim, "the calls just started pouring in." And each one seemed to paint a bleaker picture. Almost all ended with, "She looks really good considering what she's been through."

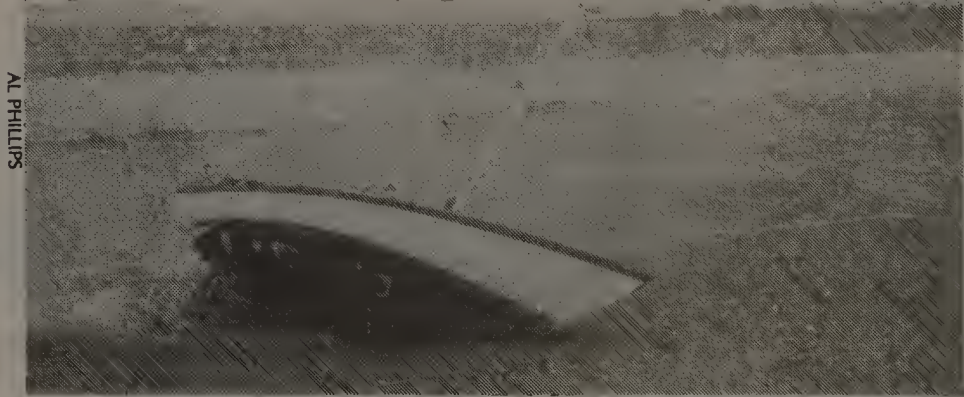
"My first impulse was to come home right away," says Litvin. But after talking to a whole bunch of people, some for several hours, he learned that everything that could be done had been. Tim was assured there was nothing more he could do. So, wondering "what I had to go back to", he elected to finish the last few days of the long-planned trip. But the boat was never far from his mind. "I just kept thinking, this is my home. Everything I owned was on board." Some of

*antha* and asked if the solo sailor aboard was okay. He gave them a wave and a nod and they returned to the harbor. At the time, they

"Good news,"  
she said. "They  
found your boat. . .  
it's on  
the beach."

had no reason to suspect foul play, so did not get the vessel name, CF numbers, or the skipper's name.

The Harbor Patrol continued to monitor the situation, however. The sailboat, with



the personal items included a Nikon camera, a \$3,000 microscope and a custom Bike Friday. How many of it fared, he didn't know.

As nearly as can be reconstructed, here is what allegedly happened to *Samantha*.

Sometime after 5 p.m. on January 20, two days after Tim arrived in Florida, someone got through the locked gate of the dock where *Samantha* lay and pried her companionway lock off. He found the ignition key below and started the diesel, neglecting to open the raw water seacock for the engine's heat exchanger. He then cast off docklines and headed out right into the teeth of one of those *Victory At Sea* storms that thrashed the coast earlier this year.

About 2 a.m. on the 21st, a sailboat was reported in apparent distress off the Santa Cruz lighthouse. In 35 knots of wind and 8-foot seas, the Harbor Patrol went out, located a boat they later identified as *Sam-*





# OF A LOVED ONE

main and jib up and motor running, appeared to be heading south during the day, but around 5 p.m., it turned back north, perhaps out of fuel. It appeared to be heading back into Santa Cruz, where Harbor Patrol officials planned to give the skipper a stern lecture about safety and common sense when he docked.

But he didn't dock. At about 7:30 p.m., *Samantha* hit the beach at about 12th Avenue, coming ashore on the sand of a tiny cove, narrowly missing rocks on either side. Six-foot breaking surf immediately started to pound her.

Someone called 911. The fire department was the first to arrive, finding the boat dancing around on her keel with the main and jib still up and a man aboard. The first

thing they did was order the man off the boat. After a short medical evaluation, they then ordered him out of the area! He reportedly headed off down the beach wearing Tim's red foul weather gear and carrying two guitars, one of which also belonged to Tim.

News of the grounding spread quickly and news crews were soon on the beach recording the scene for the evening newscasts and a number of stories in the next several day's issues of the *Santa Cruz Sentinel* and the *San Jose Mercury News*. The first boaters to learn of the beaching were Mary Ellen and Tom of *Aphrodite*, harbor residents who worked in the harbor office. There was initial confusion as to the identity of the boat as it

was consistently being reported as a 30-footer. As soon as they saw the boat, however, they knew immediately that it was Litvin's *Samantha*.

Within an hour of the grounding, four official agencies were on scene: the fire department, the Sheriff, the Harbormaster—and the Coast Guard had even sent a cutter to stand by offshore. There were also dozens of boaters and passersby ready for action. But no one was doing anything. The powers that be wanted someone to take responsibility, and intimidated some overeager volunteers by telling them they'd be liable for whatever happened.

Then Gary Snyder showed up. Gary runs a Saab repair shop in Santa Cruz and owns a Cheoy Lee Lion in the harbor. "Yeah," he said without blinking an eye, "I'll take res-

**Scenes of the crime.** Left, '*Samantha*' the morning after her grounding. Below, the boat was dragged up the beach and the mast taken off prior to loading on a truck. Right, the mess below.



TIM LITVIN

sponsibility." Immediately, a bucket brigade formed from the boat to a truck parked nearby. In water up to their knees, Gary and other volunteers took everything they could off the boat.

Fortunately, the tide was starting to go out. Also fortunately, Gary found *Samantha*'s legal documents in a small filing cabinet that floated against his leg. Noting 'paid in full' on the insurance form, and called the insurance company right then and there on his cellular phone.

When the tide started coming in again later that night, Gary and his small volunteer crew had the boat ready for it. All the hatches had been buttoned up, seacocks closed and the two lazarette locker lids that had torn free were replaced with plywood screwed down over the openings. They had even jury rigged the Whale bilge pump to work in the boat's angled-over position (the water was mostly in the side of the boat, not the bilge). They had then taken turns pumping her out as best they could.

The incoming tide drove *Samantha* farther up the beach. Then she did a little something to save herself. The jib filled with sand, anchoring her when the tide receded again.

Gary stayed with the boat all the next day to make sure she wasn't vandalized or damaged further. A careful examination by local surveyor Joseph Rodgers (another friend of

JOSEPH RODGERS



# SAMANTHA — LOSS

Tim's who had actually found the boat for him seven years before) noted shredded sails, broken boom, cracked ports and a damaged rudder, among other things. In an exchange between the insurance company and a local salvor (both of whom shall remain nameless, since that on-the-beach arrangement is now in dispute), a deal was struck: the incident would be treated as a recovery, not a salvage.

As the tide went out again, the salvor decided the still-big surf would make it too dangerous to try to refloat the boat. Instead, a large flatbed truck was brought as close as possible to where *Samantha* lay, and plans were made to drag her across the sand to it.

As darkness fell once again, the salvage work had begun and the situation seemed under control, Gary Snider finally went home. He had been with the boat 36 hours straight.

It would still be several more hours before Tim received that first call from his ex-sister-in-law.

**T**he recovery did not go particularly smoothly. The boat had to be dragged the equivalent of two blocks across the sand by a long cable. The strain blew out the axle on the first towtruck. The next wave of storms came in that night, lashing the beach with 55-knot winds and monstrous surf that at times threatened to drag the whole shebang back into the water. But *Samantha* was final-

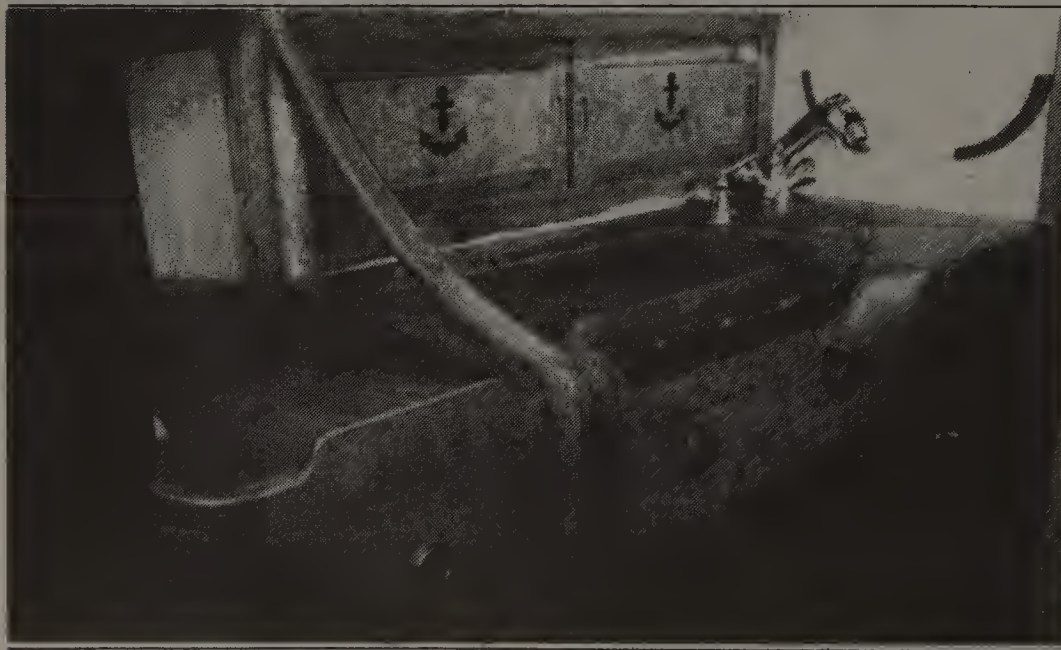


see the condition of his boat. In addition to the beaching damage, the port side had been heavily abraded when the boat was dragged across the sand.

But he was even more shocked to find out what people — some of whom he barely knew — had already done to help him out.

personal files from his hard drive. The *Samantha* fund (c/o Santa Cruz Community Credit Union, 512 Front St., Santa Cruz, CA 95061) was up and operating — all before he even got home!

And it didn't stop. Within hours of his arrival, he logged the first of more than 30 offers of places to sleep. He has had several offers to borrow cars. (He had always biked to work, but had recently changed jobs to a company that required a longer drive.)



ly loaded onto the flatbed and transported back to Harbor Marine, where she was placed on the hard to await the arrival of her owner.

Tim had mentally prepared himself for a grim scene, but upon his return to Santa Cruz on January 26, he was still shocked to

*Tim's avocation as a woodworker was spendidly evident throughout 'Samantha's interior.*

All clothes recovered from his boat had been cleaned and pressed. His tools had been cleaned. His computer was at a local lab for possible repair and retrieval of work and

*The next wave  
of storms  
came in, threatening  
to drag the whole  
shebang back  
into the water.*

Within days of his return, Harbor Marine informed him he would not be charged lay-days. West Marine offered him five months of Port Supply prices.

Within a couple of weeks, a benefit concert was arranged by brothers Eric and Scott Valor and Scott's wife, Rachel Dinno (Scott and Rachel also own a Cheoy Lee in the harbor). The Santa Cruz YC — of

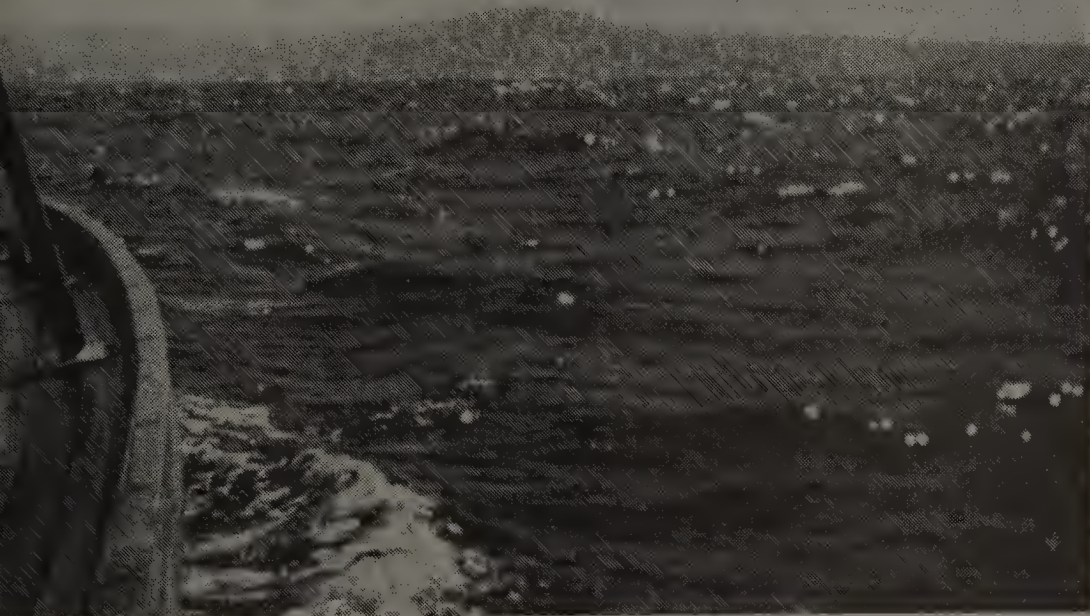
TIM LUTVIN



# OF A LOVED ONE



NÖRDSTAR



**Better days** — Eileen at the helm on a daysail in Monterey Bay. Inset, at Stillwater Cove last September.

which Tim is not even a member — donated their premises, several local bands volunteered their time and Seabright Brewery donated three kegs of beer. Twenty-six area businesses donated raffle prizes. One hundred fifty people showed up and cash and raffle donations generated \$4,000.

It was as if Santa Cruz needed something to care about, and Tim was it. "The response was — and still is — overwhelming," he says.

Meanwhile, over at the Harbor Patrol, Deputy Harbormaster Don Kinnamon was following up some leads. He found that a man wearing red foulies had checked into a homeless shelter near where the boat had come ashore. The guy had even mentioned he'd been out on a boat. But he was gone.

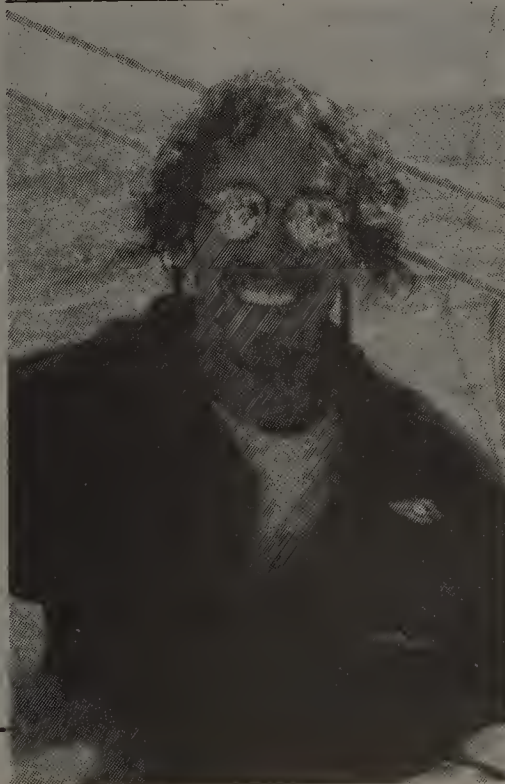
Don put out a 'BOL' (be on the lookout) alert over the radio, and sure enough, the next morning, he got a call from the Santa Cruz Police that they found just such a person — still wearing red foulies and carrying a guitar. When Don arrived to make the arrest, he asked where the other guitar was. Frederick James Coleman, 37, led him to a locker where he had stowed it. Also in the locker were several books by, among others, William Faulkner.

Coleman, it turned out, was a bright, articulate man who'd earned an MBA back east. He'd come west from Memphis and had

only been in Santa Cruz for two weeks. A week before *Samantha* hit the beach, he had been arrested for the first time in his life, for allegedly stealing a copy of *Cannery Row* from a local bookstore.

Tim no doubt felt like one of Steinbeck's oddball characters himself when, in going through a pile of ruined items retrieved from his boat, he found a waterlogged copy of — *Cannery Row*.

Gary Snyder.



TIM LITVIN

COURTESY GARY SNYDER

At first, Coleman maintained his innocence. He sent Litvin a letter from jail saying he understood how Tim felt since he, too, was a victim.

"He says he saw my boat foundering on the beach and boarded it — apparently with

*He cast off  
the docklines and  
headed out  
into one of those  
Victory at Sea  
storms...*

his guitar and a copy of *Cannery Row* — to help save stuff," says Tim. "He assured me he was planning to return my foulies and guitar."

Other evidence points to more implicit involvement. Crew of the Harbor Patrol boat who went out to check on *Samantha* that dark and stormy night recognized Coleman as the man aboard, and fire department officials remember him as the man they found aboard when they arrived to find the boat on the beach.

Unfortunately, at this writing, there appears to be no happy ending in sight for Tim Litvin and his cherished *Samantha*. Although the boat's thick solid-fiberglass hull survived a pounding that would have reduced most boats to kindling, she suffered serious damage. In addition to the initial wounds noted by the surveyor on the beach, once ashore, cracks extending through the laminate were found on her port side. Many interior bulkheads were also broken loose, and there was lots of sand and water contamination. All of it was fixable, of course. And as soon as the insurance came through, that's just what Tim planned to do.

Enter the disagreement between the salvor and the insurance company. According to the insurance company, the salvor wants more than twice what he estimated the recovery from the beach would cost. The salvor maintains he never gave such an estimate.

So now, Tim can only agonize over the fate of *Samantha* from afar. He is not allowed to go aboard or retrieve anything else from the boat, including the \$5,000 engine which he is still paying on. In fact, in late February, "the insurance company told me I should cease to consider I own this

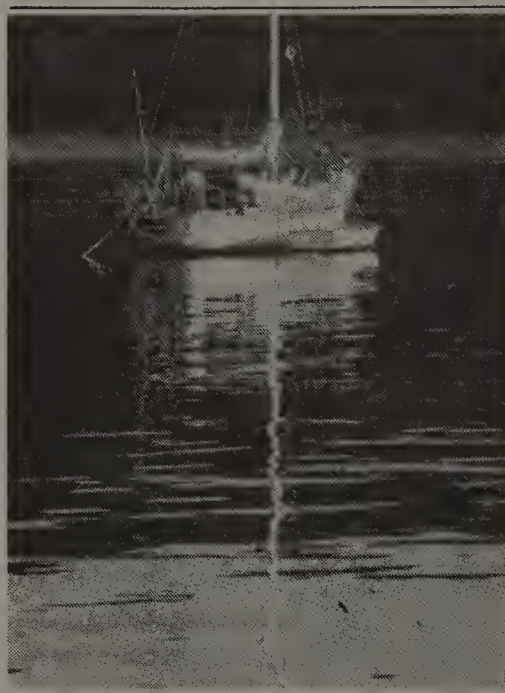


# SAMANTHA — LOSS OF A LOVED ONE

boat," says Tim. Even if they were to cash out on the boat tomorrow (plus a few thousand for personal property aboard), Tim would still end up in the red.

With fishing season on the way, Harbor Marine needed the space, so *Samantha* got a quickie patch and went back in the water. There was a moment of awkwardness as to where she should be docked, as Tim couldn't see why he should pay for a boat that probably wasn't going to be his anymore. So she stayed at the boatyard's dock. When last we talked to him just before this issue went to press, the boat had been put on a trailer and hauled away to places unknown.

"I don't have a good feeling about how it's going to turn out," says Tim. "The salvor doesn't really want it, the insurance company is being completely dispassionate about it, and it now looks as though the engine may be pulled off and the boat auctioned. Call me naive, but I always thought insurance was supposed to return you to the position



that you were in before."

What has carried Tim through the whole ordeal is the support of so many people in the community — both sailors and nonsail-

ors. Notable among them are Gary Snyder, the Valors, Will and Alicia Menchine, and Eileen Begley.

"Out of everything that got salvaged," he says, "the most important thing was my faith in humanity."

— *latitude/jr*

**Update** — Frederick Coleman was charged with burglary, grand theft and possession of stolen property. He eventually pled guilty and was sentenced to 5 years probation — during which he can't come near the harbor — and three to six months in a 'supervised facility.' The judge in the case noted it was one of the saddest disputes he'd ever presided over, and mentioned that he intended to make a personal donation to the *Samantha* Fund.

Through the graciousness of two more sailors, Tim is currently living aboard again in Santa Cruz harbor. Virginia Lee and Forest Roberts of Down Under Dive Service allowed him use of their Ericson 30 Viking Spirit until he gets another boat. "It's nice to have the water under me again," Tim says.

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# 1997 'BIG' CREW LIST —

Dickens had his *Tale of Two Cities*. Call this our 'Tale of Two Crew Listers.' We've received dozens of follow-up letters over the years about Crew List adventures, but never have two so clearly illustrated opposite ends of the spectrum as the following, which arrived at our offices within a week of each other.

The first was from a Crew Lister named Sue, whose name appeared in last month's Racing Crew List. She's looking to crew on a racing boat this coming season, and received a number of legitimate contacts from which to choose. She also received the following email, whose author shall remain nameless. . .

*I saw your name on the Crew List. I do not have a racing opportunity for you, but am guessing you might have a passing interest in. . . the world's only school for amateur bullfighting. Without going into too much detail I will differentiate amateur from professional this way: you don't get paid for participating, and you have to buy your own live-stock.*

*I realize that this (communication) is a little unorthodox, but at least it's not impersonal. Anyway, I figured that if you were into blue water sailing you might not be receptive to another kind of encounter with the wild, one every bit as exciting and with a tradition and culture almost as old as sailing itself. . .*

Never let it be said using the Crew List doesn't get you some interesting responses!

The second letter came from Sam and Bill. One year ago, Samantha Fleming's name appeared in the 1996 version of the Crew List that's in front of you now. She, too, was looking for a boat to do some cruising on. One response was from Bill Fleetwood, who was between boats at the time. The two met, bought a boat together (from our *Classy Classi-fieds*) and took off for a summer cruise from Seattle to Desolation Sound.

Chapter Two: After three months together on a 36-ft boat they decided things were going so well that they got married the last weekend of their cruise.

Chapter Three: Now just Sam and Bill Fleetwood, the couple sold that 36-ft boat in Seattle and bought just the boat they were looking for, a Gulfstar 50 ketch. "Now," says Sam, "we're closing a business, selling a house and a few vehicles, patching up the old Avon, making lists, and taking care of other minutiae in preparation for something really important: Baja Ha-Ha IV!"

"Oh yes, everything to date has happened in less than 10 months. Thanks to everyone at *Latitude*. We know we should have invited you to our wedding, but it happened so fast we didn't even invite our kids!"

If you're planning to take part in the Cruising, Daysailing, Co-Chartering and Boat Swapping Crew List — our largest Crew List of the year — don't let those experiences get you nervous (or is it 'hopeful?') The majority of contacts and Crew Listers are quite normal — well, if you can call getting wet, cold, and bruised in cramped spaces while ruining expensive gear 'normal'.

**IMPORTANT NOTE:** *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the character of

As most of you probably already know, you don't have to be listed here to take part in the Crew List. All you have to do is read and acknowledge the disclaimer at the top of this page — then start using the list to contact people whose needs or wants best match yours. The advantage for those people whose names appear on the list is that they will be receiving calls as well as making them.

For the few of you who are completely new to this, you need to know about the shaded code boxes scattered through the next 10 or 12 pages. These always appear within the category they pertain to, and are used to 'decode' the number/letter gobbleddegook beside each person's name. That information gives you the bigger picture of the Lister's skill level and desires.

Here are some other tips and pointers:

- Like anything else in life, the 'plum' situations usually go quickly. You snooze, you lose.

- Don't call anybody before 8 a.m. or after 9 p.m.

- Be honest. In sailing, if you don't know what you're talking about, someone who does can recognize it instantly. So no bull, even if you've gone through bullfighting school. The truth be told, inexperience is actually an asset in the Crew List, since many skippers prefer one or two crew who they can teach their way of doing things.

- Crew List veterans tell us the most efficient way to interview potential crew or skippers is to write out a list of questions you plan to ask, leaving enough space between each to scribble an answer — then make a dozen or so copies. Use a fresh sheet for each call,

making sure you write down the prospect's name at the top. Take our word for this, it's the only way you'll be able to keep track of who said what after 10 or 12 calls.

- We don't know much about bullfighting, but sailing seems to excite the male libido more than any other sport except perhaps women's gymnastics. So you women will have to use that sixth-sense radar thing of yours to detect which respondents are really interested in sailing, and which are more interested in, uh, 'other things'. Then proceed appropriately.

- If you're planning to cruise, be realistic in your expectations of the boat, the trip and the people. Not all boats look like Swans or go downwind like Santa Cruz 70s. Not

all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else — and smaller crews can be even touchier to 'get right' the first time. Keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start it up is to leave all egos at the dock. Believe us, you really won't need them until you get back in the rat race, anyway.

Finally, if you somehow don't hook up with someone on the

## CREW PARTY DIRECTIONS

**Encinal YC** — Exit Highway 880 at 23rd Avenue, Alameda, and proceed west, toward the Bay. (If you're coming from the south, you will have to make a U-turn and cross back over the freeway at the first available opportunity.) Cross over the Park Street Bridge. At the second light past the bridge, Buena Vista, make a right. Go one mile and make a right on Sherman. Go over the railroad tracks and make a right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you, with the Tied House Brewery on your left. Turn right and continue to the end of the parking lot. Encinal YC is on your left.

**Corinthian YC** — Exit Highway 101 at the Tiburon/East Blithedale turnoff. Proceed east, toward the Bay, on Tiburon Boulevard all the way to downtown Tiburon, about a 10-minute ride. (The road will curve around a bit, just stay on it.) When you get to Tiburon, turn right on Main Street. There is a pay parking lot (maximum, \$8) to your right at the end of the block. Park there (or good luck finding parking on the street). The entrance to the Corinthian YC is directly across the street from the parking lot toll booth.



# SOMETHING FOR EVERYONE

the individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions which may be encountered. You must judge those things for yourself.

phone or otherwise, maybe you can at the grand finale of these last four months of Crew Listing: the Crew List Parties, our yearly get-togethers for Crew Listers and anyone else who wants a mid-week excuse to goof off.

The two shindigs this year are on April 8 and 10. The former will be at the Encinal YC in Alameda; the latter, at the Corinthian YC in Tiburon. Hours are from 6 to 9 p.m., no early birds, please. If your name appears on these pages, point it out to our palace guards and you get in free. If it doesn't, it's \$5 at the door — correct change if you know what's good for you. We'll offer the usual munchie items, random T-shirt giveaways, and the club will run a no-host bar.

Attendees wear color-coded tags indicating 'Boat Owner Looking for Crew' or 'Crew Looking for Boats', so if you're still shopping, you can spot prospects instantly. If you're not, the party is a great neutral ground for first meeting someone you've just talked to over the phone.

And finally, if after all these months of us hyping the various Crew Lists you *still* haven't gotten up the nerve to pick up that phone and really expand your sailing horizons, well then, maybe a couple of sessions at bullfighting school isn't such a bad idea after all. We'll bet they can teach you to finally take the bull by the horns. . . .

## CREW LOOKING FOR CRUISING BOATS

### MEN TO CREW ON A CRUISING BOAT

Alan Laird, 27, (415) 941-1960, (408) 588-1100 x520 wk or alan@ip.com ..... exp 2a/wants 1,2,10 (wkends SF local)/offers 1,3,4,7,8 (computers, radio, electronics).  
 Alan Ross, (510) 521-2035 ..... exp 3/wants 2,4,5,9/offers 1,2,3,5a,7.  
 Arnie Karush, 57, (619) 552-0525 ..... exp 2b/wants 3,4,5,7/offers 1,3,4,5a,7,8 (computer).  
 Beyond Joy & Bob Barns, 18/70, (916) 273-2664 ..... exp 1/want 10 (Japan, Korea, N. China, Russia)/offer 1,3,4,5a,7,8 (cert. massage therapist).  
 Bill Graves, 53, (503) 621-3455 or 16212 NW Rock Creek Rd., Portland, OR 97231 ..... exp 2/wants 3,4,5,6/offers 2,3,5,7,8 (Ham, electrician, scuba, good physical cond.).  
 Bill Thorpe, 26, (415) 584-4480, (707) 645-1920 or 30 Josepha, SF 94132 ..... exp 2a/wants 1,2,3,4,5,6,7,8,10 (Singapore)/offers 1,3,4,6,7,8 (swiftwater safety tech).  
 Blair W. Woods, 62, (805) 937-5749 ..... exp 3/wants 4,5,7,8,9/offers 1,3,7,8 (good health/availability-retired).  
 Bob Lutsky, 33, (415) 924-8242 ..... exp 4/wants 5,6,7,8/offers 1,3,4,6,7,8 (loves adversity, never gets scared).  
 Bob Moss, 55, (206) 322-6418 ..... exp 4/wants 4,5,9/offers 1,7,8 (nav, USCG Ilc.).  
 Brendan McDevitt, 34, (415) 468-1196 ..... exp 2a/wants 1,7/offers 1,2,3,4,7,8 (USCG classes, handy).  
 Brett Bennett, 28, (408) 427-1539 or (408) 378-5935 ..... exp 2a/wants 1,2,3,4,5,6,7,8,9/offers 3,4,5a,6,7,8 (learns quickly/calmly).  
 Brian Hodges, 41, (510) 577-6000 x7049 ..... exp 2/wants 1,2,3/offers 2,3,4,7,8 (diver, VW repair).  
 C. Giovacchini, 43, (707) 938-1736 ..... exp 3/wants 5,8,10 (Atlantic/Azores)/offers 2,4,5ab (Italian, Portuguese),7.  
 Carl Real, 59, (408) 262-7433 ..... exp 1/wants 1/offers 2,4,7,8 (electrician).

Charles Gohmann, 46, (415) 332-3612 ..... exp 3/wants 9/offers 3,4,7.  
 Claude A. Davis, 48, (916) 966-7277 ..... exp 3/wants 5,7/offers 1,3,4,7.  
 Dan Garr, 50, (408) 426-4575 ..... exp 3/wants 5,6,8,9,10 (SE Asia)/offers 1,3,4,5b (French, Indonesian),6,7,8 (coastal piloting, music, provisioning).  
 Dave Walker, 56, (503) 357-2591 ..... exp 4/wants 4,5,7,8,9/offers 1,2,3,4,7,8 (nav, sail trim, stress mgmt., PacNW skipper).

## "WANT TO CREW" CODE

### MY/OUR SAILING EXPERIENCE IS:

- 1) None, but I/we will do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game.
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering.
- 3) Moderate. Several years active crewing on the Bay or equivalent, or at least long coastal or trans-ocean trip
- 4) Lots. Several long ocean passages.

### I/WE WANT TO CRUISE:

- |                                |                  |
|--------------------------------|------------------|
| 1) SF Bay and Delta            | 7) Caribbean     |
| 2) Monterey Bay                | 8) Mediterranean |
| 3) Southern California         | 9) Anywhere warm |
| 4) Mexico this fall/winter     | 10) Other:       |
| 5) Hawaii and/or South Pacific |                  |
| 6) Pacific Northwest or Alaska |                  |

### I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration
- 3) Elbow grease for bottom work, varnishing and other upkeep
- 4) Cooking and cleaning skills
- 5) Language skills — I'm reasonably conversant in a) Spanish; b) Other(s) \_\_\_\_\_
- 6) Ornamental skills — I look good in a bikini/speedo/birthday suit
- 7) Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) Other skill(s) \_\_\_\_\_

David Berg, 29, (415) 928-8695 ..... exp 2c/wants 1,2/offers 1,5a,7.  
 David Frenznick, 41, (916) 939-0838/(916) 441-2430...exp 2b/wants 1,2,3,4,5/offers 3,4,5b (German),6,7,8 (legal representation in case of Coast Guard 'safety exam').  
 David Jones, 65, (805) 462-1616 ..... exp 4/wants 9/offers 1,2,7,8.  
 David Lanam, 53, (916) 373-9868 ..... exp 4/wants 1,2,3,4,5,7,8,9/offers 1,3,4,7.  
 David Peterson, 27, (415) 854-4813 ..... exp 1/wants 1,2/offers 2,3,4,7.  
 David Pfaff, 30, (408) 456-0106 ..... exp 1/wants 1,2/offers 3,4,7,8 (strong bodied).  
 Dennis G. Collins, 57, (303) 985-3311 ..... exp 3,4/wants 5,8,9,10 (distance travel)/offers 2,3,7,8 (maintenance, nav, strong boat handling skills).  
 Derick Swackhammer, 24, (702) 331-8045, 2445 Sycamore Glen, Sparks, NV 89434 ..... exp 2/wants 1,2,3,5/offers 1,2,3,6,7,8 (lake sailing exp).  
 Donald M. Rosenthal, 55, (415) 921-1203 ..... exp 2,3/wants 3,4,5,6,7,8,9/offers 1,6,7,8 (nav, ex-airline pilot).  
 Doug DeSoto, 42, (510) 533-8984 ..... exp 2c/wants 1/offers 3,7,8 (maint. & woodworking).  
 DuWayne Olds, 54, (707) 822-2781 or e-mail: dolds@humboldt.k12.ca.us ..... exp 3/wants 4,5,7,8,9/offers 1,2,3,4,7,8 (celestial nav).  
 Ed Gulnaugh, 49, (916) 477-7576 ..... exp 2/wants 1/offers 3,4,7,8 (EMT-1).  
 Elliot Fogel, 26, (707) 579-3639 ..... exp 1,2/wants 1,9/offers 1,2,3,4,5b (German),6,7,8 (learns quickly).  
 Everett Pelton, 48, (707) 538-8827 ..... exp 2c/wants 1,2/offers 3,4,7.  
 G. Diller, 60, (250) 743-5835 or 3291 Kilipi Rd., Hill Bay, BC V0R2P0, Canada ..... exp 3/wants 4,7,9/offers 2,3,4,5 (German, Danish),7,8 (scuba, machinist, rig).  
 Gary Fariss, 55, (408) 257-0948 or gf@gizmology.com ..... exp 2c/wants 1,2/offers 2,3,7,8 (available weekdays).  
 Gary Ryan, 43, (707) 576-1755 or gryan@srcast.com ..... exp 3/wants 1,2,3,4,5,6,7,8,9/offers 3,4,7,8 (some nav).  
 George, 40, (510) 525-6988 ..... exp 4/wants 3,4,5,6,7,8,9/offers 2,3,4,5a,7,8 (sax player).  
 Gerry Lawrence, 33, (415) 317-3119 or gwl@area.com ..... exp 2c/wants 1,2/offers 4,7.



# 1997 'BIG' CREW LIST —

## MEN TO CREW — CONT'D

Greg Fabljanic, 30, (415) 561-1467 ..... exp 2/  
wants 1,2,3/offers 2,3,4,5b (German, Italian),6,7,8 (nav, creative trouble-shooting).  
Harlan Van Wye, 53, (510) 253-1096...exp 3/wants 4/offers 1,2,3,4,7,8 (boat owner).  
Howard Cantin, 63, (415) 377-6539 ..... exp 3/  
wants 3,4,5,6,7,8,9,10 (anywhere)/offers 1,2,7,8 (retired, can go anytime, anywhere).  
Ian Tiplins, 29, (619) 488-1667 ..... exp 4/wants  
1,2,3,5,6,10 (Central/So. America)/offers 2,3,5b (French),7,8 (electrical, plumbing).  
Jack Mahoney, 27, (415) 331-1926 ..... exp 3/wants 2,3,4,5,6,7,8,9/offers 1,3,4,7.  
Jack Morrison, 60+, (415) 457-4600, (415) 453-1139 hm eves, fax (415) 457-4644  
..... exp 4/wants 4,5,6,7,9/offers 2,7.  
Jack Suttich, 65, (510) 937-7612 .....  
..... exp 2b/wants 4/offers 1,2,4,7,8 (boat owner, singlehander).  
Jake Jakl, 54, (707) 765-9280 ..... exp 2/wants 4,5,6,7,8,9,10 (Ireland, England)/offers 1,2,3,7.  
Jason Buff, 22, (415) 345-6662 ..... exp 2a/  
wants 1,3,4,5,6,9/offers 3,4,5b (French, Russian),7,8 (documentary videographer).  
Jason Williams, 30, (707) 964-2335 ..... exp 2/wants 5,7,9/offers 1,2,3,6,7,8 (nav, high IQ).  
Jean-Marc Rolland, 44, (541) 547-3198 .....  
..... exp 3/wants 5/offers 1,4,5ab (French),7,8 (scuba).  
Jeff Davis, 31, (415) 928-1270 or Pier 39 (415) 705-5556 .....  
..... exp 3/wants 2,3,4,5/offers 3,4,7,8 (100 or 50-ton Master in 4/97).  
Jeff Neal, 30, (415) 441-3808 ..... exp 2c/wants 4,9/offers 1,3,4,7,8 (scuba).  
Jerry R. Poppe, 40, (541) 826-4137 ..... exp 2b/wants 1,2,3,4,5,6/offers 1,2,3,4,7.  
Jesse Goodman, 46, (707) 481-0575 or Box 115, Healdsburg, CA 95448 .....  
..... exp 3/wants 4,5,8,10 (S. America, Africa,  
India, Southeast Asia)/offers 1,3,4,5ab(International Pantomime),7,8 (carpentry).  
Jim Nichols, 42, (415) 948-7837 .....  
..... exp 3/want 1,3,5/offers 2,4,5b (French),7,8 (computers).  
John, 52, (707) 824-1829 ..... exp 2c,3/wants 1,2,3,4,5,7,8,9/offers 1,3,7.  
John Dehnert, 51, (415) 456-6918 .....  
..... exp 2c/wants 4,5,6,7,9/offers 3,4,7,8 (repairs, carpentry).  
John Gazave, 37, (415) 396-3402 or (415) 664-7656 .....

## MEN TO CREW — CONT'D

..... exp 2b/wants 1,5,7,8,9/offers 7.  
John Vorls, 31, (714) 361-9592 or 236 Avenida Cabrillo, San Clemente, CA 92672  
..... exp 3/wants 5,10 (to or from HI)/offers 1,3,7,8 (healthy, strong, firefighter).  
Jon Modesitt, 21, pager (415) 258-7738 .....  
..... exp 2c/wants 1,2,3,4,5,7,8,9/offers 2,3,6,7,8 (charter exp, worked in boatyard).  
Juan Spampinato, 55, (510) 524-3219, (510) 549-1345 wk or 1555 Marin Ave., Al-  
bany, CA 94706-2138...exp 3/wants 2,4,8/offers 2,5ab (Italian),7,8 (cert. auto mech.  
tech).  
Keith Kelly, 47, (707) 542-5533 or pager (707) 329-7871 .....  
..... exp 2a/wants 1,2,3,4/offers 1,2,3,4,7.  
L.M. 'Oile' Youngberg, 63, (702) 849-3169 or 2955 Falcon St., Carson City, NV  
89704 ..... exp 2/wants 4,5,7,8,9/offers 1,2,3,4,7,8  
(ret. teacher/math, English, history tutor/needs sea time for USCG lic./scuba).  
Larry W. Burkholder, 55, (916) 532-4751 or cell (916) 570-1348 .....  
..... exp 2/wants 5/offers 1,3,4,6,7,8 (photographer, massager, yodeler).  
Larry Walker, 38, (408) 298-9734 hm or (408) 295-0365 wk .....  
..... exp 2c/wants 1,2,3,4,5,6/offers 2,3,7,8 (bareboat cert.).  
Laurent Daudet, 24, (415) 327-7314 or e-mail: daudet@ccma.stanford.edu .....  
..... exp 3/wants 5,6,7,8,9,10 (anywhere; to Europe 6/97)/offers 1,3,4,5b (French),7.  
Leq Torres, 31, (916) 444-2319 or Box 163661, Sacramento, CA 95816 .....  
..... exp 1/wants 1,4,7,8,9/offers 1,3,4,5,7.  
Leonard Arnold, 57, (209) 874-2754 or e-mail: cto-len@juno.com .....  
..... exp 3/wants 1,2/offers 2,3,4,7.  
Lloyd Ritchey, 52, (408) 280-5021 or (510) 249-4527 .....  
..... exp 3,4/wants 1,2/offers 2,3,4,7.  
Lutz Hornischer, 33, (510) 528-5346 .....  
..... exp 2/wants 1,2/offers 2,4,5ab (German),6,7,8 (nav).  
Mark Downing, 47, (707) 523-5996 .....  
..... exp 3/wants 3,4,7/offers 1,3,4,5b,7,8 (enthusiasm).  
Mark Joiner, 43, (510) 376-9035..... exp 4/

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# SOMETHING FOR EVERYONE

## MEN TO CREW — CONT'D

wants 1,2,3,9,10 (co-charter)/offers 1,3,5ab (Conch),6,7,8 (USCG skipper rating).  
**Mark D. LaGree**, 40, (970) 626-5057 or PO Box 321, Ridgeway, CO 81432 .....  
 ..... exp 2a/wants 3,4,5,6,7,8,9,10 (FL)/offers 1,2,3,4,5,6,7,8 (hands-on learner).  
**Mark Leonard**, 40, (707) 526-9423 or mrlleonard@aol.com .....  
 ..... exp 2c/wants 1,2,3,4,5,6/offers 1,3,7,8 (paramedic).  
**Mark Pretorius**, 36, (415) 367-7553 or (408) 467-0235 wk .....  
 ..... exp 3/wants 1/offers 1,2,3,4,7.  
**Mark Reiss**, 37, (510) 522-5916 or (415) 522-2799 wk.....exp 2a/wants 1/offers 2,3,4.  
**Matthew Hock**, 38, (510) 525-4952 ..... exp 3/wants 9/offers 1,2,3,4,7.  
**Michael Daley**, 46, (707) 874-2722 hm or (707) 584-2507 wk .....  
 ..... exp 2/wants 1,4,6,7/offers 2,7,8 (electronic engineer).  
**Michael Dery**, 42, (415) 643-6000 ..... exp 1/wants 1/offers 3,4,5b (French),7.  
**Michael J. Miller**, 36, (209) 847-1101 ..... exp 2/wants 1,2/offers 1,3,6,7.  
**Mike Harvey**, 31, (707) 226-2522 .....  
 ..... exp 3/wants 1,2,3,4,5,7,8,9/offers 1,2,3,4,7,8 (carpentry).  
**Miles Clayton**, 52, (706) 650-2368 hm or (706) 787-7822 wk .....  
 ..... exp 3/wants 9/offers 1,3,4,5a,7,8 (CPR).  
**Morris Wren**, 40, (510) 893-4123 or ozalien@aol.com .....  
 ..... exp 3/wants 4,5,6/offers 1,3,4,6,7.  
**Neal Daskal**, 42, (510) 268-4007 ..... exp 3/wants 1,2,4,6,9/offers 1,3,4,7.  
**Nell Lowin**, 34, (415) 550-8523 .....  
 ..... exp 3/wants 4,5,7,10 (Central America)/offers 1,2,3,4,7,8 (computer).  
**Neil A. McManus**, 46, (808) 637-8754 or (808) 523-8183 ..... exp 4/  
 wants 4,5,7,9,10 (Fiji, Bali)/offers 1,2,3,4,5,ab (French, Tahitian),6,7,8 (learns quickly).  
**Nicolas Ladizinsky**, 31, (415) 692-3269, (415) 225-2532 or ladi@gene.com .....  
 ..... exp 1/wants 1,2,4,5,6,7,8/offers 3,6,7,8 (scuba, Tae-Kwon-Do).  
**Patrick Curry**, 27, (800) 484-1501 x6129 .....  
 ..... exp 3/wants 1,4,5,6,7,8/offers 2,3,4,7,8 (rigger, ship's carpenter).  
**Paul Bryant**, 32, (415) 332-1748 ..... exp 4/wants 4,10 (Mex to  
 Canal to Galapagos)/offers 2,3,4,7,8 (reliable, responsible, easy to get along with).

## MEN TO CREW — CONT'D

**Paul Farr**, 40, (415) 368-7981 ..... exp 3/wants 4,5,7/offers 1,7.  
**Paul H.**, 35, (510) 439-1727 ..... exp 2c/wants 2,3,5,6,7/offers 1,2,3,7,8.  
**Paul Stach**, 26, (415) 577-9384 ..... exp 2c/wants 1,2,3,4,6,7,9/  
 offers 1,2,3,4,5a,6,7,8 (engineer, resourceful, versatile, interpersonal skills).  
**Paul Tonkin**, 26, (415) 742-0351 .....  
 ..... exp 3/wants 5,6/offers 1,2,3,4,5,7,8 (boat owner/skipper).  
**Peter Blunt**, 51, (415) 331-9381 ..... exp 2a/wants 1,4,5,7/offers 1,2,3,4,7.  
**Randy Bauer**, 52, (909) 864-8198 .....  
 exp 4/wants 4,5,7,8,9,10 (circumnave)/offers 3,4,5b,7,8 (emergency room physician).  
**Rick Weber**, 46, (415) 365-9376 .....  
 ..... exp 4/wants 4,5,6,7,8,9/offers 1,2,3,4,7,8 (welding, guitar).  
**Robert Cleveland**, 40, (510) 735-0172 or PO Box 470, Loolum Beach QLD.4573,  
 Australia .....  
 exp 4/wants 4,5,7,8,9/offers 2,3,4,5,7,8 (USCG capt. lic., AYF ocean yachtmaster).  
**Robert Drews**, 39, (707) 524-7937 .....  
 ..... exp 3/wants 1,2,3,4,6,10 (San Blas Is)/offers 1,2,3,4,7,8 (divemaster).  
**Robert O. Soleway**, 60, (415) 381-3147 .....  
 ..... exp 3,4/wants 1,2,4,9/offers 1,4,7 (nav, seamanship).  
**Robert Wilson**, 53, (415) 961-6869 .....  
 ..... exp 3/wants 1,2,3,4,5,7,8,9/offers 1,2,3,4,7,8 (scuba).  
**Robert Wolfson**, 52, (415) 256-8340 . exp 2c/wants 1,2,3,4/offers 1,3,5a,7,8 (nav).  
**Roger Rowe**, 27, (415) 775-9964; until 9/97 write: c/o Randy Rowe, 76903 Ascalon  
 Ave., Palm Desert, CA 92211, (619) 360-1043 .....  
 ..... exp 2c/wants 4,7,10 (Marquesas)/offers 1,3,4,5a,6,7.  
**Romeo Danals**, 50, (408) 293-2450 .....  
 ..... exp 2b/wants 2,3,4,5,7,8,9/offers 1,3,4,5ab (French),7,8 (scuba).  
**Ron Hanshaw**, 54, (805) 927-8177 ..... exp 2c/  
 wants 2,3,4,5,6,7,8,9,10 (circumnave)/offers 1,2,3,4,7,8 (friendship/aircraft pilot).  
**Scott Peter Cudek**, 32, (702) 323-4461 or e-mail oscamet@msn.com ..... exp 3/  
 wants 5,10 (Australia)/offers 1,2,3,4,5ab (French),6,7,8 (celestial nav/computers/GPS).  
**Scott Shandrew**, 34, (800) 971-6522 .....  
 exp 3/wants 4,5,7,8,9/offers 1,2,3,4,7,8 (scuba, nav, SSB, tells great stories & jokes).



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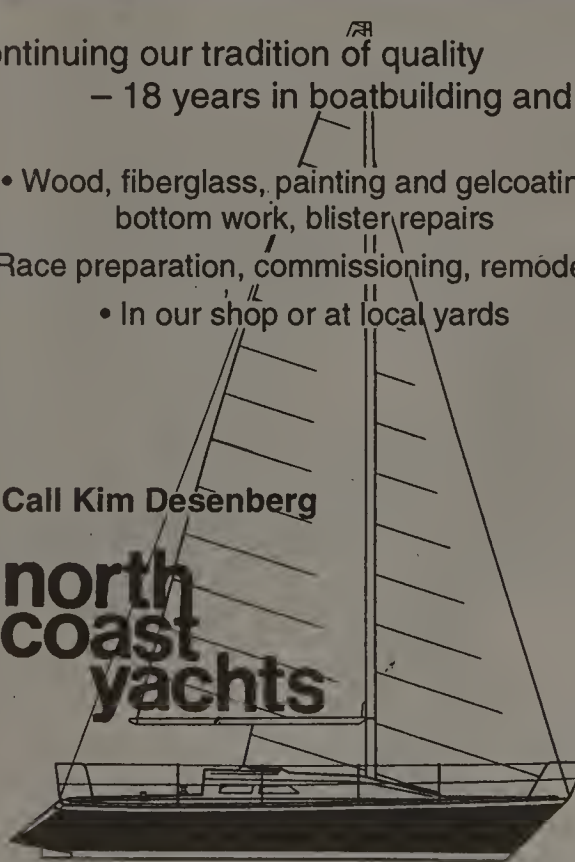
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# 1997 'BIG' CREW LIST —

## MEN TO CREW — CONT'D

Steve Blue, 49, (707) 747-5944 (Benicia) or (510) 687-9675 x312 wk ..... exp 1/wants 1/offers 3,8 (humor).  
 Steve McCarthy, 47, (510) 582-4718 hm or (510) 536-6163 wk ..... exp 4/wants 1,2,3,4,6,7,9/offers 3,4,5a,7,8.  
 Steve Pearce, 43, (408) 662-9572 ..... exp 2c/wants 5,7,8,10 (circumnavig), offers 2,3,4,7,8 (math skills, computers).  
 Steven K. Roberts, 44, (408) 567-0201 or wordy@microship.com ..... exp 2c/wants 1,2,3/offers 2,7,8 (wireless networking & boat systems integration).  
 Todd Sperry, 34, (415) 355-1032 ..... exp 2c/wants 1,4/offers 1,3,4,7.  
 Tom McCall, 66, (408) 353-1665 ..... exp 3/wants 3,4,5,6,7,8,10/offers 1,4,5,7,8 (99% panic-proof).

## WOMEN TO CREW ON A CRUISING BOAT

Alice, 50, (415) 364-9701 after 6pm ..... exp 3/wants 5,7,9/offers 1,3,4,5b (French), 7,8 (gets along well with others).  
 Anne Ronce, 43, (415) 776-7075 ..... exp 2c/want 1,5/offers 1,6,7.  
 Arlene Ryan, 62, (916) 244-4737 ..... exp 2bc/wants 3,5,7,8,9/offers 1,4,5a,7.  
 Barbara, 41, (415) 441-4547 ..... exp 2c/wants 1/offers 4,7.  
 Bobbi Coggins, 44, (916) 655-3591, fax (916) 655-3595 or e-mail: crewbabe@inreach.com ..... exp 3/wants 3,4,5,6,7,8,9,10 (the world)/offers 3,4,7,8 (scuba, Ham, humor, intelligent conversation).  
 Carol, 52, (415) 344-8177 ..... exp 2b/wants 1,2,3,4,5/offers 2,7,8 (good organizer, musician, photographer, pleasant).  
 Carole, 43, (415) 323-3795 ..... exp 2/wants 1,2,3,6,8,9/offers 6,7,8 (publicity).  
 Carole Yox, 40s, (707) 939-0659 ..... exp 1/wants 9/offers 4.  
 Cathy, 27, (415) 243-8021 ..... exp 2a/wants 1,4,5,7,8,9/offers 1,3,4,5b (French), 6,7,8 (videographer/photographer).  
 Chris, 38 (and son Baylis, 6), (415) 383-8200 x103 or fax (415) 383-5816 ..... exp 3/wants 1,2,3,4/offers 3,4,5b (French), 6,7,8 (photography, video, computers, childcare).

## WOMEN TO CREW — CONT'D

Christine, 27, 11919 N. Jantzen #319, Portland, OR 97217 ..... exp 3/wants 1,2,3,4,5,6,7,8,9,10 (SoPac, Aus, NZ)/offers 1,3,4,5a,6,7,8.  
 Competent, 44, (415) 885-0181 ..... exp 3/wants 1,2,4,5,7,8,9/offers 1,3,4,7.  
 Deborah (Dee Dee), 36, PO Box 2739 Stateline, NV 89449 ..... exp 1/wants 4,5,7,8,9/offers 3,4,6,7,8 (journal, log keeper/creative, motivated, fast learner/looking for a husband).  
 Diane, 40, (415) 495-5612 ..... exp 3/wants 1,2,3,4,6,7,9/offers 1,3,4,6,7,8 (racing tactician).  
 Diane C. Shonwald, 41, (415) 343-9797 ..... exp 1/wants 1,2,3/offers 3,7.  
 Diane R., 48, (408) 462-6595 ..... exp 3/wants 1,2,6,10 (Aus.)/offers 7,8 (organized, fun).  
 Elizabeth Belknap, 41, (407) 479-6480 ..... exp 2c/wants 5,10 (return delivery TransPac)/offers 4,7.  
 Ginger Johnson, 19, (619) 849-7427 ..... exp 1/wants 3,4,5,7,8,9/offers 3,4,5a,6,7,8 (honest, dependable).  
 JaiJai, 50s, (415) 455-9460 or nancyjal@aol.com ..... exp 3/wants 4,5,7,8,9/offers 1,3,4,5a,7,8 (massage, sail repairs).  
 Jan, 40, (415) 332-7821 ..... exp 2/wants 1,2,3,4,5/offers 1,4,5a,6,8 (snorkel).  
 Jeannie Phillips, (503) 981-6289 ..... exp 2c,3/wants 4,5,7,8,9/offers 1,4,7.  
 Jo, 40+++ (415) 289-7954 or Box 1626, Sausalito, CA 94966 ..... exp 2/wants 1,3,4,5,9/offers 1,3,5a,6,7,8 (scuba cert).  
 Katherine Ullman, (510) 254-1660 ..... exp 3/wants 1,2,4,5,9/offers 1,3,4,5b (French), 7,8 (endurance).  
 Lauren Eisele, 31, (510) 524-9631 ..... exp 3/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5b (French), 7,8 (CPR/first aid, teaching, diving).  
 Linda, 29, (415) 626-8059 or e-mail: lindaanne@juno.com ..... exp 1/wants 5 (HI after 5/97)/offers 1,3,4,5ab (French), 6,7,8 (rower, swimmer, scuba, singer).  
 Linda Norris, 40, (415) 941-9624 ..... exp 2c/wants 1/offers 7.  
 Linda Yazeli, 40+, (510) 551-7124 or (510) 226-6455 ..... exp 1/wants 1,2/offers 3,4,7.  
 Lori Elphick, 34, (415) 728-5109 or e-mail: lori@datatools.com

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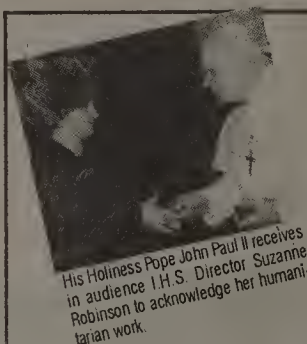
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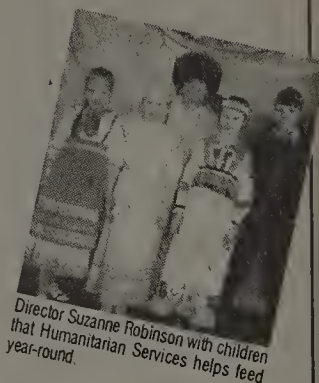
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# SOMETHING FOR EVERYONE

## WOMEN TO CREW — CONT'D

..... exp 3/wants 5,6/offers 3,7.  
**Lynne**, (510) 769-8466 ..... exp 3/wants 1,6,8,10 (Europe)/offers 1,3,4,7,8 (humor).  
**Mabelle**, 52, (408) 375-2408 or e-mail: mabelle@compuserve.com .....  
 ..... exp 4/wants 4,7,10 (Central America)/offers 1,4,5a,7,8 (fishing, boatsitting).  
**Mary Plaunt**, 40s, (808) 875-1694 or PO Box 2126, Kihel, HI 96753 .....  
 ..... exp 3/wants 5,8,9,10 (circumnave)/offers 1,3,4,7,8 (capt's lic.).  
**Nanci**, 41, (415) 627-6700 ..... exp 1,2a/wants 1,4,5,7,9/offers 1,3,4,7.  
**Nancy**, 43, PO Box 206, Davenport, CA 95017 .....  
 ..... exp 3/wants 1,2,3,4,5,6,7,8,9/offers 4,7,8 (nav).  
**Nancy Birnbaum**, 39, (415) 924-8242 .....  
 ..... exp 3/wants 1,4,5,7/offers 1,3,4,5b (French), 7,8 (massage, speaks dolphin).  
**Renee**, over 40, (510) 532-1935 .....  
 ..... exp 3/wants 1,2,6,8,9,10 (Turkey)/offers 1,3,4,7,8 (fun).  
**Riki Grohman**, 40+, (510) 796-9260 ..... exp 3/wants 1,2/offers 4,5b (German).  
**Sarah**, 31, (415) 776-6806 .....  
 ..... exp 2a/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5b (French), 6,7,8 (fast learner).  
**Su Brodsky**, 31, (415) 380-9623 or sailorsu@concentric.net .....  
 ..... exp 4/wants 1/offers 3,4,5 (lots), 7,8 (photography, R&R).

## COUPLES TO CREW ON A CRUISING BOAT

**Alan Ross & Katherine Ullman**, (510) 254-1660 .....  
 ..... exp 3/want 4,5,9/offers 1,2,3,4,5a,7.  
**Astrid & Steve**, 25/47, e-mail: ajscholz@violet.berkeley.edu .....  
 exp 2b,3/want 1,2,3,4,5,6,7/offers 3,4,5ab (German, French), 6,7,8 (film, photography).  
**Don & Vivian Russell**, 65/62, (916) 489-6450 ..... exp 3/want 4,6/offers 1,4,7.  
**Doug & Kathy Brown**, 42/40, (916) 662-8815 or pager (916) 661-2139 .....  
 ..... exp 2c/want 1,2,3,4,7/offers 1,2,4,7,8 (bareboat cert., scuba).

## COUPLES TO CREW — CONT'D

**John & Kathy Kershaw**, 54/49, (702) 825-9382. exp 3/want 5,7,8,9/offers 1,2,3,4,7.  
**Kent & Lynne Herzer**, 36/34, write: Save the Children, Kent Herzer c/o Dana Burde  
 N15/E, 54 Wilton Rd., Westport, CT 06880 or e-mail: scfusa@arminco.com or  
 reg@csave.arminco.com ..... exp 2b/want 4,5,6,7,8/offers 1,3,4,7,8 (some nav exp).  
**Kristin Johnsen & Mark McLaughlin**, 29/32, (916) 894-8812 or fax (916) 899-0345  
 ..... exp 3/want 4,7,8,9,10 (SoPac)/offers 2,3,4,6,7,8.  
**Laura & Bob Stone**, 33/36, (415) 221-9690 or stoneinsf@aol.com .....  
 ..... exp 2c/want 1,2,3/offers 3,4,7,8 (CG Aux. Sailing & Seamanship course).  
**Laura Yankoviz & Bill Pettingill**, 34/32, (415) 334-6384 .....  
 ..... exp 2,3/want 4,5,7,8,9/offers 1,2,3,4,6,7.  
**Lori & Simon Elphick**, 34, (415) 691-9000 x165 ..... exp 3/want 5,6/offers 3,7.  
**Mac & Suzanne Fuller**, 45/39, (707) 747-0690 .....  
 ..... exp 1,3/want 1,5,6,7,8,9/offers 3,4,6,7,8 (enormous understanding).  
**Melanie & Tobias**, 27/27, (916) 750-2942 .....  
 ..... exp 2a/want 1,2/offers 3,4,5a,7,8 (fishing).  
**Ray & Lin Harrod**, 54/52, (916) 771-0177 .....  
 ..... exp 2/want 1,2,3,4,5,6,7,8,9/offers 1,2,4,7,8 (stand watch, help w/maintenance).  
**Réal & Dawn LaFond**, 37/31, (907) 398-3535, (907) 783-2928 or (800) 334-8730  
 (Alaska Wildland Adventures) .....  
 ..... exp 2bc/want 4,5,7,9/offers 1,2,3,4,5ab (French), 7,8 (musician, carpentry).  
**Robert Self & Vicky Glaser**, 31/27, (415) 359-2406 or pager (415) 615-2401 .....  
 ..... exp 2,3/want 1,2,3,4,5,7/offers 1,2,3,4,5a,7,8 (expert fiberglass work).  
**Sat & Hien Isaka**, 37/29, (415) 827-0729 or isaka@oas.omron.com .....  
 ..... exp 3/want 4,5,7,8/offers 1,2,3,4,7,8 (doctor).  
**Suzanne Windels & David Ames**, 33/41, (360) 491-2460 .....  
 exp 3,4/want 4,5,6,7,8,9,10 (Chile)/offers 1,2,3,4,5b (French), 7,8 (1st Aid Instructor).  
**Ted, Barbara & Zoey Froyland**, 52/47/9, (510) 889-9214 .....  
 ..... exp 1,2c,3/want 1,2/offers 2,4,6,7.  
**Tom Babich & Jan York**, 48/33, (503) 241-3594, fax (503) 239-4437, e-mail:  
 tbabich@easystreet.com ..... exp 3,4/want 4,5 (SoPac),  
 7,9,10 (Carib)/offers 1,2,3,4,7,8 (former boat owner, unlimited time, good travelers).  
**Tom Johnson & Julie Cross**, 48, (916) 753-7634 or (916) 885-2422 .....  
 ..... exp 2c/want 1,5/offers 3,4,5a,7.



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# 1997 'BIG' CREW LIST —

## CRUISING BOATS LOOKING FOR CREW

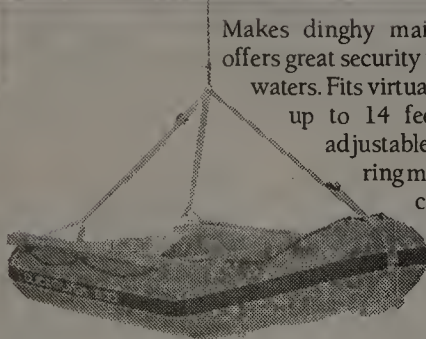
### MEN LOOKING FOR CRUISING CREW

Bill Foy, 63, (510) 442-2787, Tayana 37, anywhere, 1998 ..... 1,3,9.  
 Bill Schmltdt, 62, (206) 608-0653 or 2442 NW Market #138, Seattle, WA 98107,  
 Westsail 28, Cabo, 10/28/97 ..... 1,3,4,7a.  
 Bob Bathlany, 51, (408) 777-0873 or e-mail:okbca@aol.com, Wauquiez Pretorien  
 35, Mex, fall '97 ..... 1,2,7a,9.  
 Bruce Raymaker, 48, (619) 226-4837, Morgan 38, Mex, open ..... 3,9,10,11.  
 Carl Mischka, 58, (714) 759-3450, fax (714) 721-8624 or e-mail:  
 mischkacem@aol.com, Nauticat 43 ketch, Mex/Panama/Carib, late summer-early  
 fall ..... 1,5,6,7,8,9,10,11.  
 Chris Haire, 40, 011 441-71402-2132 or 49 Star St., London, W21QA, UK, Moody  
 41, Turkey to UK, May-Oct ..... 1,2,3,7,8,9,10,11.  
 Dave Gilbert, 32, (509) 456-8772, Pearson 33 in Seattle, Canada then Mex, 8/15/97  
 ..... 1,3,9.  
 Dave Kelly, 35, (510) 841-8306, '76 Cal 2-29, coastal: HMB, Drake's, S.C., summer  
 ..... 1,3,5,8 (music, scuba),9.  
 David Bonner, 51, (954) 763-5727, 41' Palmer Johnson, Med, May ..... 1,3,9,10.  
 David Smith, 40, (415) 289-0375, Passport 40, coastal cruising/HI/Mex, summer '97  
 ..... 1,2,3,7,8 (scuba),11.  
 David Woodard, 56, (510) 769-9350, Challenger 32, Mex, fall ..... 1,2,3.  
 Derek Jones, 60, (408) 746-0374, Westsail 32, Delta & Baja, 1997 ..... 1,2,4,5,6.

### MEN LOOKING FOR CRUISING CREW — CONT'D

Don Marcy, 60+, (707) 864-8926 or pager (800) 513-7367, Cal 34, South, Mex, ?,  
 Oct-Nov ..... 1,2,3,7,8 (physically fit).  
 Don Nichols, 61, (800) 723-0846, Box 2462, Alameda, CA 94501, Westsail 32, Cabo  
 & beyond, 10/97 or '98 ..... 3,5,9.  
 Doug Weber, 47, (714) 673-2695, Cal 36, NZ & beyond, 2/1/99 ..... 1,3,7b (French),9,10.  
 E.R. Bonzarto, 65, 303 8th St., Port Townsend, WA 98368, Spartan steel staysail  
 schooner, Africa, summer '97 ..... 2,3,4,5,6,7,8,9 (female only).  
 Frank Farinos, 65, (707) 642-0510 or Box 1363, Vallejo, CA 94590, Tartan 34, Baja+,  
 12/97 ..... 1,2,3,4,5,6.  
 Fritz Warren, 69, (415) 435-8433, 48' cutter, HI to Sausalito, 5/1/97 ..... 1.  
 Gll Thomas, 62, (408) 930-4304, 34' Aloha 10.4, Bay, Delta, Mex Oct-Nov '97 ..... 1,2,3,9.  
 Gino Valente, 56, (510) 233-2087, Tayana 37 PH, Mex & beyond, Oct '97 .....  
 ..... 1,2,3,9,10.  
 Greg, 37, (408) 464-9525, 27' CS, SF/San Pablo/Farallones, all year/wkends .....  
 ..... 1,2,3,9,10.  
 Greg Bangle, 50, (909) 927-1440, 42' Hunter Passage, circumnav, 11/98 .....  
 ..... 1,2,3,5,9,10.  
 Greg & Matt Fish, 32/30, (408) 243-9139, Starratt 46, Mex, fall ..... 1,2,3,10.  
 Greg Stach, 51, (415) 332-4462, 39' cutter, Channel Isl., Sept. ... 1,2,4,5,8 (scuba).  
 Jack Boyd, 48, (310) 930-9543, Coronado 35 ketch, Mex, '98 ..... 1,2,3,9.  
 James O. Howard, 60, (510) 832-4033, 31' Cheoy Lee ketch, Rlo New Year 2000,  
 11/16/97 ..... 1,4,5,6,7ab,8,9.  
 Jamie Rosman, 34, (415) 473-9663 or jamie.rosman@tencor.com, Sabre 34,  
 Monterey/Drake's Bay, spring/summer ..... 1,3.  
 Jim Allison, 43, (415) 289-1340 or 1001 Bridgeway #478, Sausalito, CA 94965,  
 28.5' Pearson Triton, Mex + ?, 10/98 ..... 1,2,3,9,10.  
 Jim Hancock, 39, (415) 243-0414, Freya 39, Mex & beyond, 10/97 ..... 1,2,3,8.

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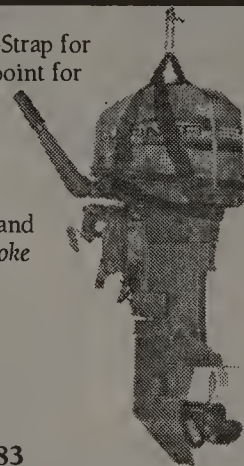
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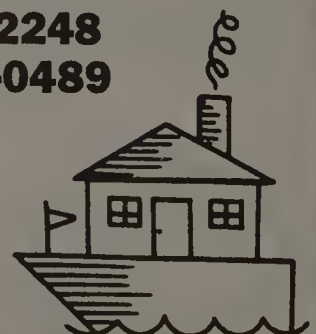
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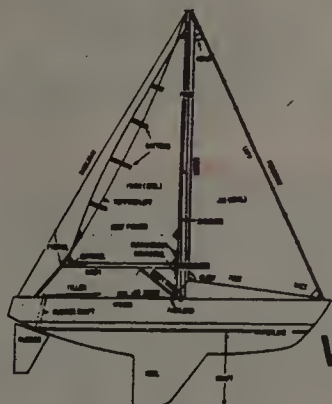
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- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know more about offshore navigation than just pushing buttons on the GPS
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills: a) Spanish, b) Other: \_\_\_\_\_
- 8) Other skills (woodworking, scuba, etc.): \_\_\_\_\_
- 9) Be unattached and unopposed to the possibility of a friendship blossoming
- 10) Look good in a bikini/speedo/birthday suit
- 11) Understand and appreciate Nietzsche

**John**, 58, (408) 371-2180, Gulf 32, Bay/coast/SoCal/Baja Ha-Ha & beyond, spring/summer/Sept/Oct ..... 1,2,3,6,7a,8 (non-smoker, no drugs).  
**John Whitehouse**, 50, (916) 581-4707 or fax (916) 581-0835, 50' schooner, Carib, June-Nov+ ..... 1,2,3,7b (French),9,10.  
**Jostein Elde**, 53, (954) 525-2548, fax (954) 525-3548 or 757 SE 17th St., #266, Ft. Lauderdale, FL 33316, 38' Pearson sloop, Ft. Lauderdale to Keys & Bahamas ..... 3,8 (positive, enthusiastic), 9,10.  
**Larry Freeman**, (907) 479-6480, Jeanneau 45, LA to Seattle, April-May ..... 1,3.  
**Leonard Kimball**, 59, fax 011-52-112-1-61-42 attn: 'Island Drifter' (La Paz), Union Polaris 36, Sea of Cortez, 4/97 open-ended ..... 3,7a,8,9.

## MEN LOOKING FOR CRUISING CREW — CONT'D

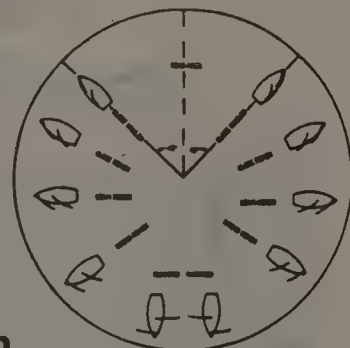
**M.B. Myers**, 47, (310) 521-6467, '94 55' sloop in Ventura, SoCal to SoPac to HI, 5/97 ..... 3,9.  
**Mac Bercaw**, 65, 011-507-232-8654 or c/o Pedro Miguel Boat Club, PO Box 2613, Balboa, Rep. de Panama, Rawson 30, Panama to SoPac, 6/97-8/97 ..... 3,male.  
**Marc Edge**, 42, phone/fax (604) 876-0987, Mason 42 ketch in Tonga, to Australia, April ..... 1,9.  
**Marc Edge**, 46, (415) 924-8242, 47' ketch, Tonga to NZ, 4/1/97 ..... 1,2,10,11.  
**Mark Daniels**, 40, (415) 331-3010, Jeanneau 27, Mex, 10/28/97, Baja Ha-Ha ..... 1,2,3,7,9.  
**Michael McClure**, 55, (415) 355-4083, pocket cruiser, NZ, fall '97 ..... 1,3,11.  
**Neil Bisbee**, 48, pager (415) 741-3164, 28' sloop, Society Islands, 3/98 ..... 1,2,7,11.  
**P. Warren**, 50, (541) 530-0501 or (541) 934-2052, 65' motorsailer, central Pac-HI, April ..... 1,2,3,7a,8,9,10.  
**Patric Walton**, 50, (408) 776-0325, Morgan OI 28.5, Mex, 10/28/97, Baja Ha-Ha ..... 1,3,9.  
**Paul Franson**, 56, (415) 989-3406 or paul@franson.com, Sigma 41, Carib ..... 1,3,4,9 (but not necessary).  
**Randy**, 52, (909) 864-8198, 40' Brown tri, SoPac, 11/97 ..... 11.  
**Randy Hasness**, 49, (510) 337-1333, 33' Wauquiez, 1-5 day Bay Area cruises all yr ..... 3,9,10.  
**Rlch**, 41, pager (808) 530-0678, Box 2836, Ewa Beach, HI 96706 or pegasus@aloha.net, Westsail 32, HI then west, now til ? ..... 1,2,3,5,6,7,8,9,10,11.  
**Richard S. LaNave**, 56, (619) 427-3913 or pager (619) 684-2193, Islander 32, Cabo & Mazatlan, 11/97 ..... 1,3.  
**Rick Kaln**, 53, (415) 365-3771, Formosa 37, Mex/Carib, 8/97 ..... 1,3,7a,9.  
**Robert H. Globus Sr. & Paul S. Lancelle**, 29/60, (702) 831-8370 or (702) 935-9239, 47' ketch, Mex, summer '97 ..... 1,2,6,7a.  
**Robert Jordan**, 60, 1220-190 Rosecrans St., San Diego, CA 92106, 50' schooner, NZ, 6/97 ..... 1,2,3,4,5,6,7b (French),8 (cooking),9,10.  
**Ron Callahan**, 63, (510) 895-8946, (510) 657-0392 or 40772 Blacow Rd., Fremont, CA 94538, Cascade 29 sloop, SF to San Juans one season then to warm water, May/June '97 ..... 1,3,9.



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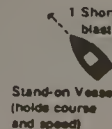
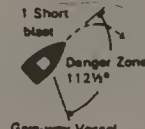
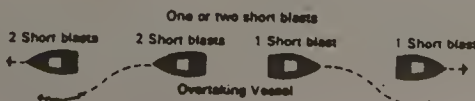
**YES - You!** As a boat owner with two or more years of experience, you may be happy with your ability to handle your own boat. You have avoided running aground, into docks or other boats fairly well, but have you done so with total confidence?

Marine insurance companies say that 80% to 90% of all accidents happen in close quarter maneuvering and docking. Have you ever seen someone 'fended off' by other boat owners when they come too close or hit the dock - *hard*? Did you know that only 20% of boat owners with 2 or 3 years of experience really understand what they are doing and how wind and water affect their boat handling?

I am betting I can teach you something you don't know in just one two-hour lesson or there is no charge! As a certified ASA sailing instructor with a Master 200 ton Ocean License, I can teach safe sailing and/or power boating techniques to you or your friends on your boat.

If you want to fine tune your boat handling skills or know someone who should, take me up on my offer. *What have you got to lose?*

For further information or to schedule an appointment call me, Capt. Jerry Karmin, at my answering service at (415) 341-2852 or pager 957-6514. I will get back to you as soon as possible.





# 1997 'BIG' CREW LIST —

## MEN LOOKING FOR CRUISING CREW — CONT'D

Ron Cantoro, 59, (562) 983-9131, Mariner 40 ketch, south & beyond, 10/98 ..... 1,2,3,9,10.  
 Scott Steward, 47, (415) 332-7078 or 70233.165@compuserve.com, Cabo Rico 38, Cabo San Lucas/Baja, late 10/97 ..... 1,4,5,7a.  
 Shawn Tuttle, 34, (818) 801-0199 or 2528 N. Myers, Burbank, CA 91504, 37' steel cutter, Mex/SoPac, 10/97 ..... 1,3,9,10.  
 Steve, 50, (415) 225-9604 or e-mail: sail@hte-sibs.com, Beneteau, SF Bay/coastal, spring/summer/fall ..... 1,2,3,4,6,8.  
 Steve Bright, 30, PO Box 1554, Ojai, CA 93024-1554, Cal 27, Channel Islands & more, summer ..... 3.  
 Steve Sammler, 47, (503) 735-0402, 44' trimaran, Mex/world, 1997 ..... 1,2,3,5,7a,8,9,10,11.  
 Steven K. Roberts, 44, (408) 567-0201 or wordy@microship.com, 30' folding tri, open-ended world cruise, begin w/U.S. inland/ICW, spring '98 ..... 2,3,8(pubs/web/fab/biz),9,10.  
 Tom Tiffany, 50, (916) 823-6356 or voice mail (800) 605-4820, 42' ketch, SF Bay/Monterey, all year ..... 1,2,3,4.  
 William Dornisch, 66, (310) 305-1543, Cal 34, Baja/Coast Rica, anytime... 1,3,9,10.  
 William Walden, 63, (941) 729-6021 or Box 917729, Longwood, FL 32791, Tashiba 40 cutter, Bahamas/Bermuda/Maine, 3/97 ..... 1,3,9.  
 Win Matten, 59, (510) 337-1334, Islander 36, Mex, Oct-Nov '98 ..... 1,2,3,7,9,10.

## WOMEN LOOKING FOR CRUISING CREW

Christine, 27, 11919 N. Jantzen #319, Portland, OR 97217, '79 Bombay Clipper 31', Bellingham/San Juans, April or May '97 ..... 1,2,3,4,5,6,8,9,10.  
 Marilyn Bruner, 62, (415) 493-8142 or bruner@sxt2.space.lockheed.com, Morgan 462, SF Bay & vicinity, various wkends/a few days ..... 1,5,6.  
 Ricki, 45, (415) 332-8181 or e-mail reb@well.com, Westsail 32, wkend coastal/Bay, anytime ..... 5,6,9.

## COUPLES LOOKING FOR CRUISING CREW

Homer & Elsbeth Myers, (510) 938-4513 or (809) 690-4773, 35' Chien Hwa trawler, Spanish, US & British VI, all of '97 ..... 1,2,4,6,8 (swim, snorkel).  
 Ken & Angi Burns, 40/50, kburns1@netcom.com, Force 50 ketch, Canadian Gulf Islands, summer '97 ..... 1,3.  
 Leonard & Loreita Arnold, 57/62, (209) 874-2754 or e-mail cto-len@juno.com, Balboa 26, lakes/Delta, April-Sept. .... 1,2,3.  
 Willie Evans & Elise Buhn, 61/45, send SASE to Box 634, Petaluma, CA 94953, 46' ketch, Tomales Bay/Bodega Bay/Monterey Bay, summer ..... 3.

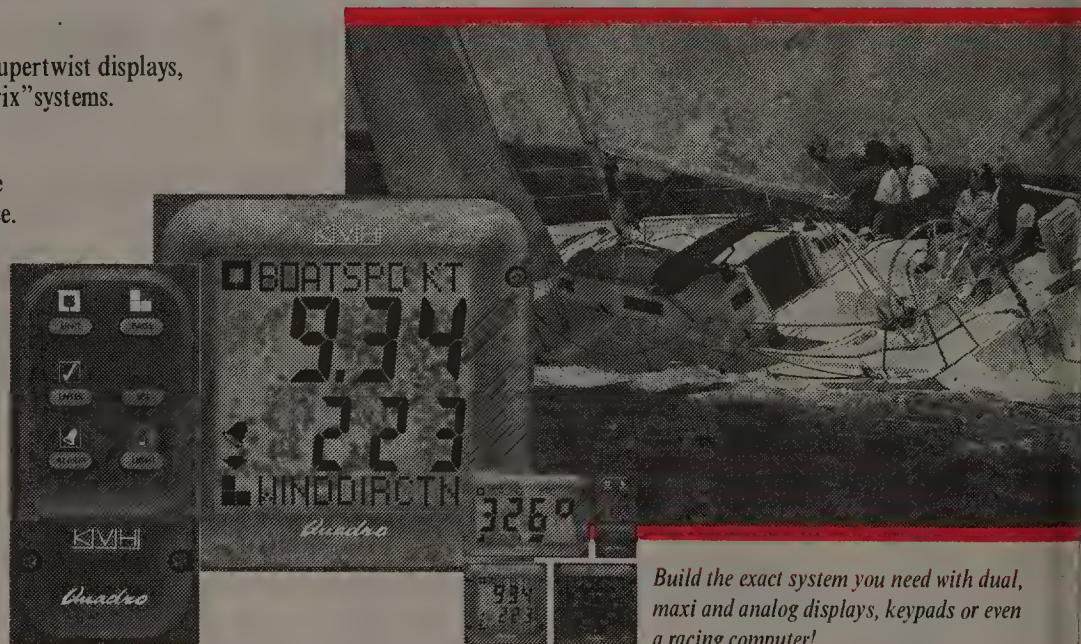
## DAYSAILORS LOOKING FOR CREW

### MEN WITH BOATS FOR DAYSAILING

Alfred B. Anderson, 70, (510) 521-7663, 1. Bob Bathiany, 51, (408) 777-0873 or e-mail: okbca@aol.com, 1. Bob Hood, 55, (415) 493-1203 or bhood@excite.com, 1. Bob Ritchie, (415) 331-9316, 1. Bob Stephens, 40, (408) 263-9030, 1. Brian, 36, (707) 829-7744, 1. Bruce Wickland, 49, (415) 661-7226, 1,4. Claude A. Davis, 48, (916) 966-7277, 1. Dan Garr, 50, (408) 426-4575, 1,3,4. Dan Mills, 39, (408) 286-9940 or mills@adobe.com, 1. Dr. David S. DeMasi, 47, (510) 676-7313 or (510) 689-7838, 1,3. David Keith, 38, Berkeley Marina, One Spinnaker Way, Berkeley, CA 94710, 1,3. David Smith, 40, (415) 289-0375 or (800) 526-9096 x2363, 1,3,4. Doug Knight, 43, (510) 836-2712 or e-mail metalfab@efaxinc.com, 1. Ed Burkhouse, 55, (408) 379-0226, 1,4. Eric Mueller, 35, (415) 355-7883, 3. Frank Farinos, 65, (707) 642-0510 or Box 1363, Vallejo, CA 94590, 1. Gene Whiting, 57, (510) 832-7141, 1.

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# SOMETHING FOR EVERYONE

Geoff Evans, 27, (415) 567-7675, 3. George Shopp, 41, (415) 225-3713, 1,2,4. Glibert (Jake) Jacobs, Jr., 28, (415) 333-7073 or pager (415) 804-0244, 1. Greg, 37, (408) 464-9525, 1. Greg & Matt Fish, 32/30, (408) 243-9139, 1. Greg Klein, 51, (415) 383-4603, 1. Greg Nickols, 42, (415) 459-3070, 3. Gregg Lipanovich, 47, (510) 337-9226, 1,4. J.P. Vallejo, 40, (707) 647-9593, 1,4. Jack Thomas, 51, (209) 476-9417, 1,4. Jamie Rosman, 34, (415) 473-9663 or jamie.rosman@tencor.com, 1,3. Jeff Linegar, 53, (916) 771-3502, 1,4. Jesse Goodman, 46, (707) 481-0575, Box 115, Healdsburg, CA 95448, 1,3,4. Jim Allison, 43, (415) 289-1340, 1001 Bridge-

## DAYSAILING CODES

HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of \_\_\_\_\_ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

way #478, Sausalito, CA 94965, 1. Jim Hancock, 39, (415) 243-0414, 3. Jim Karch, 40, (206) 627-4186 or 821 Dock St., Tacoma, WA 98402, 1,3. Joe 'Magic' Hedrick, 52, (888) 62MAGIC or (888) 626-2442 toll free, 1,2,3,4. John Silveira, 40, (415) 589-9061, 1,4. Juergen Lurz, 28, (510) 521-6961, 1,3. Kerry Scott, 36, (510) 685-6234,

## MEN WITH BOATS FOR DAYSAILING — CONT'D

3,4. Larry Owen, 55, (619) 669-3679, 1 (powerboat). Larry Walker, 38, (408) 298-9734 hm or (408) 295-0365 wk, 1. Max Crittenden, 44, (415) 859-5673 or e-mail max\_crittenden@qm.sri.com, 3. Miles McCoy, 66, (360) 376-4305, 1,3,4. Nick Kopsinls, 30, (510) 430-3851 or nkopsin@aol.com, 1. Paul H., 35, (510) 439-1727, 1,3. Paul Meyerhof, 42, (510) 845-3985, 1,3. Phil McStowe, 32, (510) 938-3491, 3. Richard Clack, 31, (510) 521-1090, 1. Ron Callahan, 63, (510) 895-8946, (510) 657-0392 or 40772 Blacow Rd., Fremont, CA 94538, 1. Rudy Doormann, 62, (707) 939-8075 wk, 3. Steve Bright, 30, PO Box 1554, Ojai, CA 93024-1554, 1. Terry Kane, 53, (408) 475-4143 or (415) 363-4249, 1,3. Tim Dick, 38, (415) 329-8929, 1,3. Tom McCall, 66, (408) 353-1665, 1,3,4. Tom Tiffany, 50, (916) 823-6356 or voice mail (800) 605-4820, 1,3. Victor Rolzitto, (916) 872-8600, 1,3. Walt Wilson, 58, (415) 459-5102, 1. Will Prescott, 51, wprescott@usgs.gov, 1. Win Matten, 59, (510) 337-1334, 1.

## WOMEN WITH BOATS FOR DAYSAILING

Arlene Paul, 38, (415) 928-4415, 3. Chris, 38, (415) 383-8200 x103 or fax (415) 383-5816, 1,4. Christine, 47, (916) 487-9729, 1. Jan Gwynn, 60, (209) 966-5298, 1. Lynn Benton, 47, (415) 583-1981, 1,3. Marilyn Bruner, 62, (415) 493-8142 or bruner@sxt2.space.lockheed.com, 3. Nancy Barrett, 43, (415) 331-7844 or pager (415) 605-7682, 1. Ricki, 45, (415) 332-8181 or reb@well.com, 1,4. Woody, 51, (916) 878-1079 or aynw@aol.com, 1.

## COUPLES WITH BOATS FOR DAYSAILING

Alan & Arlene Taylor, 42, (415) 492-8439, 2,3. George Bunting & Barbara Titel, 50, (415) 254-4017 or gwb@netcom.com, 2. Leonard & Loreta Arnold, 57/62, (209) 874-2754 or cto-len@juno.com, 2. Robert & Christine Currie, 30, (415) 642-8696 or e-mail ccurrie@onourboat.com, 2,3,4. Storkovich/Bowman, 53/45, (415) 485-1674, 3.

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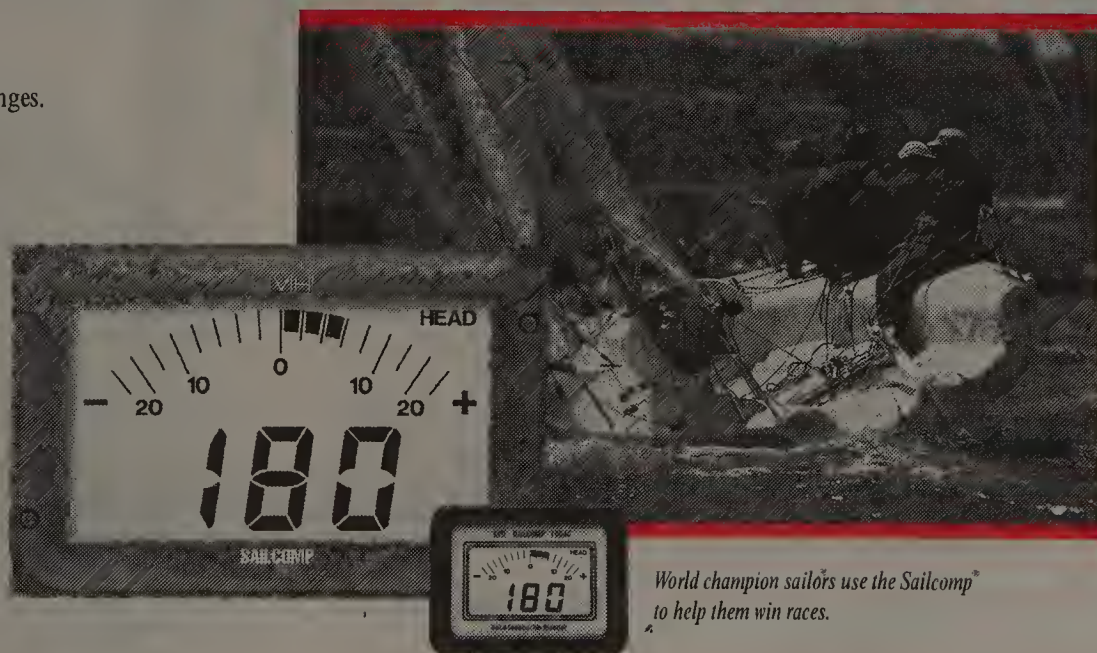
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# 1997 'BIG' CREW LIST —

## CREW LOOKING FOR DAYSAILING

### MEN FOR CASUAL DAYSAILING

Andre Volant, 56, (408) 576-2419, 1. Arnle Karush, 57, (619) 552-0525, 1. Bill Bradford, 45, (510) 798-8098, 1. Bill Brown, 46, (408) 226-8900 wk or (408) 268-7134 hm, 2,5. Carl Real, 59, (408) 262-7433, 1. Chuck Correia, 33, (707) 426-5389, 1. David Berg, 29, (415) 928-8695, 1. Dr. David S. DeMasl, 47, (510) 676-7313 or (510) 689-7838, 1. David Frenznick, 41, (916) 939-0838 hm or (916) 441-2430 wk, 1. David A. Hand, 56, (510) 820-5637, 1,3(1),5. David Miller, 35, (415) 593-5560, 1. David P., 28, (415) 929-9254, 1. David Pfaff, 30, (408) 456-0106, 1. Derek Taming, 30, (707) 649-2229, 1,3(2). Derick Swackhammer, 24, (702) 331-8045, 1. Dick Lanam, 53, (916) 373-9868, 1. Doug DeSoto, 42, (510) 533-8984, 1. Eric Mueller, 35, (415) 355-7883, 1. Everett Pelton, 48, (707) 538-8827, 1. Frank Farinos, 65, (707) 642-0510 or PO Box 1363, Vallejo, CA 94590, 1. Gary Fariss, 55, (408) 257-0948 or availwklys@gizmology.com, 1. Gary Scheler, 41, (415) 394-9000 x159, 1. Greg Fabijanic, 30, (415) 561-1467, 1. Jesse Goodman, 46, (707) 481-0575 or Box 115, Healdsburg, CA 95448, 1. James Nichols, 42, (415) 948-7837, 1,2. Jim Cox, 49, (800) 279-6711 x1215 or (408) 867-0585, 1,3(3),5. John Gazave, 37, (415) 396-3402 or (415) 664-7656, 1,3(2). Keith Kelly, 47, (707) 542-5533 msg or pager (707) 329-7871, 1. Kerry Scott, 36, (510) 685-6234, 1. Larry Walker, 38, (408) 298-9734 or (408) 295-0365, 3,4. Lloyd Ritchey, 52, (408) 280-5021 or (510) 249-4527, 1. Lutz Hornischer, 33, (510) 528-5346, 1,2. Mark Reiss, 37, (510) 522-5916 or (415) 522-2799 wk, 1. Michael P. Elliott, 49, (510) 758-1019, 2. Michael Gardner, 30, (510) 672-8958, 1,3(1-5). Michael J. Miller, 36, (209) 847-1101, 1. Mike Fossan, 30, (510) 671-9032, 1. Neal Daskal, 42, (510) 268-4007, 1. Paul Stach, 26, (415) 577-9384, 1. Rob Crenshaw, 34, (415) 947-0739, 1. Sean King, 32, (510) 689-3623 lv. msg., 1,2. Stephen Mahaley, 39, (707) 449-8486 or smahaley@ix.netcom.com, 1.

### MEN FOR CASUAL DAYSAILING — CONT'D

Stephen Mark, 45, (415) 775-2643, 1. Steve Kealer, 45, (408) 366-6886, 1. Steve McCarthy, 47, (510) 582-4718 hm or (510) 536-6163 wk, 1,2. Tom Willard, 42, (916) 663-9635, 1. Tony Allen, 56, (510) 483-4596, 1. Warren Cohen, 48, (510) 945-7093, 1. William Murphy, 30, (415) 441-8419 or e-mail willamm@advection.com, 1.

### WOMEN FOR CASUAL DAYSAILING

Alison, 39, (415) 346-5204, 1,3(2-3). Anne Watson, 35, (415) 361-1489 or General Delivery, Woodside, CA 94062, 1. Ariane Paul, 38, (415) 928-4415, 1. Arlene Ryan, 62, (916) 244-4737, 1. Barbara, 41, (415) 441-4547, 1. Bobbi Coggins, 44, (916) 655-3591 or crewbabe@inreach.com, 1. Breeze, 37, (415) 776-6515, 1. Carole, 43, (415) 323-3795, 1. Carolyn Kubecka, 44, (707) 584-5231, 1. Carrie, 36, (415) 344-8435, 1. Cathy, 49, (415) 513-8807 or cloud@mcleanpr.com, 1. Chris, 38, (415) 383-8200 x103 or fax (415) 383-5816, 1,4,5. Christine, 47, (916) 487-9729, 1. Competent, 44, (415) 885-0181, 1. Diana Hamid, 53, (415) 453-6572, 1. Diane, 40, (415) 495-5612, 1,3(2-3). Diane R., 48, (408) 462-6595, 1. Jan, 40, (415) 332-7821, 1. Jan Gwynn, 60, (209) 966-5298, 1. Jeanie Phillips, (503) 981-6289, 1. Jo, 40+, (415) 289-7954 or Box 1626, Sausalito, CA 94966, 1. Joy, 40s, (415) 479-5238, 1. Karen S., 48, (415) 677-3193, 1. Kat Perry, (415) 339-8957 or kgowanp@sfsu.edu, 1. Kristen Somoza, 31, (415) 871-5747, 1. Laura Wheeler, 38, (415) 516-3255, 1. Linda Norris, 40, (415) 941-9624, 1. Linda Yazell, 40+, (510) 551-7124 or (510) 226-6455, 1. Lydla, 36, PO Box 1643, Palo Alto, CA 94302, 1. Nanci, 41, (415) 627-6700, 1. Nancy, 40+, (510) 676-3803, 1. Nancy, 43, PO Box 206, Davenport, CA 95017, 1,4,5. Renee, 40+, (510) 532-1935, 1,3(3),5. Sandra, 30, (415) 773-8084, 2. Riki Grohman, 40+, (510) 796-9260, 1. Sarah, 31, (415) 776-6806, 1. Sherri, 35, (415) 920-3677, 1. Sheryl, 43, (707) 584-1339, 1. Shirley, 31, (415) 473-1849 or sbunger@earthlink.com, 1. Stacy, 29, (415) 981-7210, 1. Stella Apostolos, 61, (415) 479-6355, 1. Sylvia Stewart, 31, Fax (415) 459-0465, 1,2,3.

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# SOMETHING FOR EVERYONE

## COUPLES FOR CASUAL DAYSAILING

**Astrid & Steve**, 25/47, e-mail: ajscholz@violet.berkeley.edu, 2,4. **Christine & Jim Smith**, 34/37, (510) 606-7889, 2. **Ed & Betty Shea**, 33/35, (415) 479-0660, fredoo@aol.com, 1,2. **Ed & Debbi**, 45/40, (707) 253-1052, 2. **Gary & Nancy Ryan**, 43, (707) 576-1755 or gryan@srcast.com, 2,5. **George Bunting & Barbara Titel**, 50, (415) 254-4017 or gwb@netcom.com, 2. **Gerard & Charlene**, 55, (408) 257-9380, 2. **Holly Aaron/David Peterson**, 27/27, (415) 854-4813, 2. **Jim & Sue Sarosi**, 45/47, (916) 527-3918, 2. **Jonathan White & Joell**, 45, (415) 945-0330 wk, 2. **Leonard & Lorelta Arnold**, 57, (209) 874-2754 or e-mail cto-len@juno.com, 2. **Michael Daley & Karina**, 46/9, (707) 874-2722 hm or (707) 584-2507 wk, 1,4. **Michael & Heather Vall**, 35/33, (415) 369-8641, 2,5. **Rick, Stephanie, Danny & Nicky Tompkins**, 40/36/7/3, (707) 446-9071, 2,4. **Robert & Rachel**, 36/28, (415) 564-7946, 2. **Robert & Vicky**, 31/27, (415) 359-2406 or pager (415) 615-2401, 1,2. **Robert Wolfson & Mahalia Pugatch**, 52/44, (415) 256-8340, 2,3(4-6). **Russ & Debbie Noonda**, 42, (916) 541-3516 (call collect), 2. **Stan & Jayne Morris**, 49, (916) 448-6441, 2. **Steve & Frances Rosenberg**, 47/44, (408) 298-3967, (408) 441-5199 or (415) 865-2277 x262, 2. **Tom Gray & Donna**, 32/30, (415) 957-9291, 2. **Tom Johnson & Julie Cross**, 48, (916) 753-7634 or (916) 885-2422, 1,2.

## PEOPLE WANTING TO BOAT SWAP

**Daniel DeMetris**, 40, (415) 278-0989 or fax (415) 753-3367, has 36' S-2 sloop (aft), wants HI/WA/FL, 1 wk, 9/97. **Garry Kraft, DC**, 51, (805) 984-0050, has Ron Holland 43 sloop, wants SF, 1 wk, open. **Joanna & Ernie Rizzuti**, 30s/40s, (415) 479-6355, have Nordic 44, want Mex/HI/Carib, 1-2 wks, Sept.-Nov. '97. **Ken & Angl Burns**, 40-50, kburns1@netcom.com, have Force 50 ketch (3 staterns), want SoCal/Mex/?, 2 wks, summer '97. **Lee LaRosa**, 55, (619) 691-7867 or 4215 Gila Ave., San Diego, CA 92117, has 30' sloop, wants FL/Carib/SoMex, 2 wks, winter '97. **Pat & Char Brock**, 55, (360) 636-1941 hm or (360) 754-4121 Pat's wk, have '94 Nordic 40 in Puget Sound/San Juan Is, want East Coast (summer)/FL/Gulf/Carib (winter-spring), 1-2 wks. **Rick Riccardi**, 49, (408) 249-8649 or (408) 432-3000 x1478, 30' Hunter in South Beach SF, wants Med/Mex/Carib, 1-2 wks. **Robert & Christine Currie**, 30/32, (415) 642-8696 or e-mail ccurrie@onourboat.com, have 42' Golden Wave in SF, want Med/SoPac/Red Sea, 2-4 wks, anytime. **Rudy Doormann**, 62, (707) 939-8075 wk or (707) 938-3072 hm, has Nor'Sea 27, wants SoCal, 2 wks, summer '97. **Rudy Doorman**, 62, (707) 939-8075 wk or (707) 938-3072 hm, has Nor'Sea 27, wants Seattle/Vancouver BC, 2 wks, summer '97. **Terry & Nancy Adams**, 50/53, (813) 969-3399 or c/o Bonnie Washabaugh, (813) 321-6296, mail/msg forwarding, have Roberts 36 steel cutter (west coast of FL), want PacNW, 3-4 wks, 7/97. **Woody**, 51, (916) 878-1079 or aynw@aol.com, has Sabre 34, wants SoCal, 1 wk, 9/97.

## PEOPLE WANTING TO CO-CHARTER

**Arlene Ryan**, 62, (916) 244-4737, 2-3 wks, anytime ..... exp 2a/prefers 1,4,6,7/in 5,6,7,8.  
**Burt Masters**, 67, (408) 225-3784, 2 wks, fall '97 ..... exp 2b/prefers 1,3,4,6,7/in 8.  
**Carole**, 43, (415) 323-3795, open ..... exp 2/prefers 3,7,8/in 1,2,3,4,6,7,8.  
**Cathy**, 49, (415) 513-8807 or cloud@mcleanpr.com, open ..... exp 2a/prefers 1,3,4,6/in 4,5,7,8.  
**David Berg**, 29, (415) 928-8695 ..... exp 2c/prefers 1,3,4,6/in 1,2.  
**Dennis & Lisa Luchay**, 30s, (707) 747-1283, 8 days, summer '97 ..... exp 2a/prefer 2,7/in 4.  
**DuWayne Olds**, 54, (707) 822-2781 or e-mail dolds@humboldt.k12.ca.us, 2-3 wks, summer '97 ..... exp 2bc/prefers 1,3,4/wants 3,4,5,7,8,9 (anyplace warm).  
**Gerard & Charlene**, 55, (408) 257-9380, 1 wk, any season ..... exp 2c/prefers 1,6/in 1,2,7.  
**J. Curtis & B. O'Rourke**, 43/44, (408) 265-9069 or jc Curtis@pacbell.net, 1 wk, fall '97 ..... exp 2c/prefer 1,2,3,6,7/in 6,7.  
**Jeannie Phillips**, (503) 981-6289, anytime ..... exp 2a/prefers 1,2,3,4,6,7/in 4,7,9 (SoPac).

## PEOPLE WANTING TO CO-CHARTER — CONT'D

**Jim Cox**, 49, (800) 279-6711 x1215 or (408) 867-0585 ..... exp 3c/prefers 1,3,4,6,7/in 1,2.  
**Jim & Sue Sarosi**, 45/47, (916) 527-3918, wkends, anytime ..... exp 2c/prefers 1,3,5(15), 6/in 1,2.  
**Kim & Jim**, 34, (415) 285-1682, 1wk, summer/fall '97 ..... exp 3c/prefer 1,3,6/in 9 (SoPac).

## I/WE WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR \_\_\_\_\_ WEEKS IN  
 THE (SPRING, SUMMER, FALL, WINTER) \_\_\_\_\_ OF 1997.

### SAILING EXPERIENCE:

- |   |   |
|---|---|
| 1) Little or none   | a) I'd like co-charterer to skipper and give me direction     |
| 2) Moderate. I sail regularly and have chartered before.                              | b) Prefer co-charterer of at least equal proficiency          |
| 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper. | c) Would be willing to co-charter with less experienced party |

### I/WE PREFER TO CO-CHARTER:

- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
- 4) With other singles
- 5) With my well-behaved kids, age(s) \_\_\_\_\_
- 6) A smaller (30 to 40 feet) boat with one or two other people
- 7) A medium (40 to 50 feet) boat with four to six other people
- 8) A large (60 feet or more) boat, the more co-charterers the merrier

### I/WE WANT TO CHARTER IN:

- |                        |                      |
|------------------------|----------------------|
| 1) San Francisco Bay   | 6) Pacific Northwest |
| 2) Monterey/Santa Cruz | 7) Caribbean         |
| 3) Southern California | 8) Mediterranean     |
| 4) Mexico              | 9) Other _____       |
| 5) Hawaii              |                      |

**Larry Walker**, 38, (408) 298-9734 or (408) 295-0365 wk, 1-2 wks, open ..... exp 2b/prefers 1,2,3,4,6,7,8/in 2,3,4,5,6,7,8.  
**Lee LaRosa**, 55, (619) 691-7867 or 4215 Gila Ave., San Diego, CA 92117, winter '97 ..... exp 3c/prefers 1,3,4,7/in 4,7.  
**Mark D. LaGree**, 40, (970) 626-5057 or PO Box 321, Ridgeway, CO 81432, 1-4 wks, summer/fall '97 ..... exp 1a/prefers 2,3,5 (14,12),6,7/in 3,4,5,6,7,8,9 (FL).  
**Miles Clayton**, 52, (706) 650-2368 hm or (706) 787-7822 wk, 1-2 wks, summer/fall '97 ..... exp 3bc/prefers 1,3,6,7,8/in 1,2,3,4,5,6,7.  
**Neil A. McManus**, 46, (808) 637-8754 or (808) 523-8183 wk, 2 wks, anytime ... exp 3c/prefers 1,3,4,6,7,8/in 7,9 (SoPac).  
**Paul Meyerhof**, 42, (510) 845-3985, 1-3 wks, summer/winter '97 ..... exp 2b/prefers 1,4,6,7/in 6,7.  
**Rick Riccardi**, 49, (408) 432-3000 x1478, 2 wks, fall '97 ..... exp 3c/prefers 1,3,4,5(4),6/in 7,8.  
**Robert Wolfson & Mahalia Pugatch**, 52/44, (415) 256-8340, every wk ..... exp 2bc/prefer 1,3,4,6,7,8/in 1.  
**Stan & Jayne Morris**, 49, (916) 448-6441, 2 wks, winter '97 ..... exp 1a/prefer 2,3,6,7,8/in 4,5,7,8.  
**Steve Kealer**, 45, (408) 366-6886, open ..... exp 3c/prefers 1,3,4,6,7/in 1,2.  
**Steve McCarthy**, 47, (510) 582-4718 hm or (510) 536-6163 wk, anytime ..... exp 3c/prefers 1,3,4,6,7/in 1,5,6,7.  
**Susanne Windels & David Ames**, 33/41, (360) 491-2460, 1-4 wks, late spring, summer or fall .... exp 3c/prefer 1,3,4,6,7,8/in 4,5,7,8,9 (SoPac, Chile, Central America).  
**Tim Dick**, 38, (415) 329-8929, 1-2 wks, summer '97 ..... exp 2,3bc/prefers 1,7/in 7,8,9 (SoPac).  
**Tom McCall**, 66, (408) 353-1665, anytime ..... exp 2c/prefers 1,3,4,6/in 4,7.



# MAX EBB

This time I remembered to do it right. I wore shoes that were easy to slip on and off, brought a light briefcase for notes and sales literature, and dressed up a bit so that the sales people would do more than just give me the time of day.

brochures and the lesser part of their lunch spread out on the berths.

Lee was facing away from me, but I

*"People who get interested in sailing later in life are forced to make their sailing fit their lifestyle, and not the other way around."*

I had reason to want attention from the sales folk — this time I was somewhat in the market for a new boat. My racer/cruiser is beginning to lose just a little of its luster after so many years of crashing around the Bay, and perhaps — just perhaps — it was time to take a look at possible upgrades. Just for ideas, of course.

The first thing I did was find a 'home base'. This was easy. I'm still friendly with the broker who sold me my boat many years ago, and I tipped my hand just enough so that he'd smell cash. From then on, his booth was my booth! I left my coat hanging in the back, and my lunch stashed under the table.

Now for some serious boat inspection. "Why not start at the top," I thought to myself, and went straight to a 44-footer from a builder with a reputation for superior quality.

But it was crowded. One mistake I had made was arriving at mid-day, and it seemed that everyone in the world wanted to "see the elephant." So I paraded through, testing the hinges and latches on the various locker doors and sliding all the drawers in and out. They all worked beautifully — and the joiner work was gorgeous. I added my voice to the chorus of oohs and ahs from the other inspectors.

Then it was my turn at the chart table. What a wonderful assortment of toys! I opened the lid to see how the inside of the table was partitioned — and maybe grab a brochure or two — but on top of the factory literature was a small stack of bright yellow flyers for the ramshackle university sailing club that operates next to my marina.

"Lee Helm," I almost said out loud. "There's only one person I know who has the chutzpa to do this at a boat show — and she can't be far off!"

I was right. She wasn't on the 44, but on the 40 in the next berth over. This boat attracted a lot less attention from the mobs, which was a good thing because it was much closer to the size range I was interested in. This was also a good thing because Lee Helm and another young woman were camped out in the forepeak, with boat

caught her friend's eye.

"Is this Ms. Helm's office?" I asked, "and is it possible to see her without an appointment?"

"Hi Max," she greeted me cheerfully through a mouthful of tofu and sprout sandwich. "Join the party."

Lee introduced her friend, a fellow graduate student and an officer of her sailing club, while I cleared a space on the berth to sit on.

"So, is your club going to buy one of these gold-platers?" I joked. "I guess if you scratch it up real good and tie-dye the sails it would fit right into the program."

"Not this year," said Lee.

"Actually I've heard that the club did try to tie-dye some sails in the '60s," noted her friend, "It was a total disaster!"

"Seriously, Lee," I said, "What do you think of this boat?"

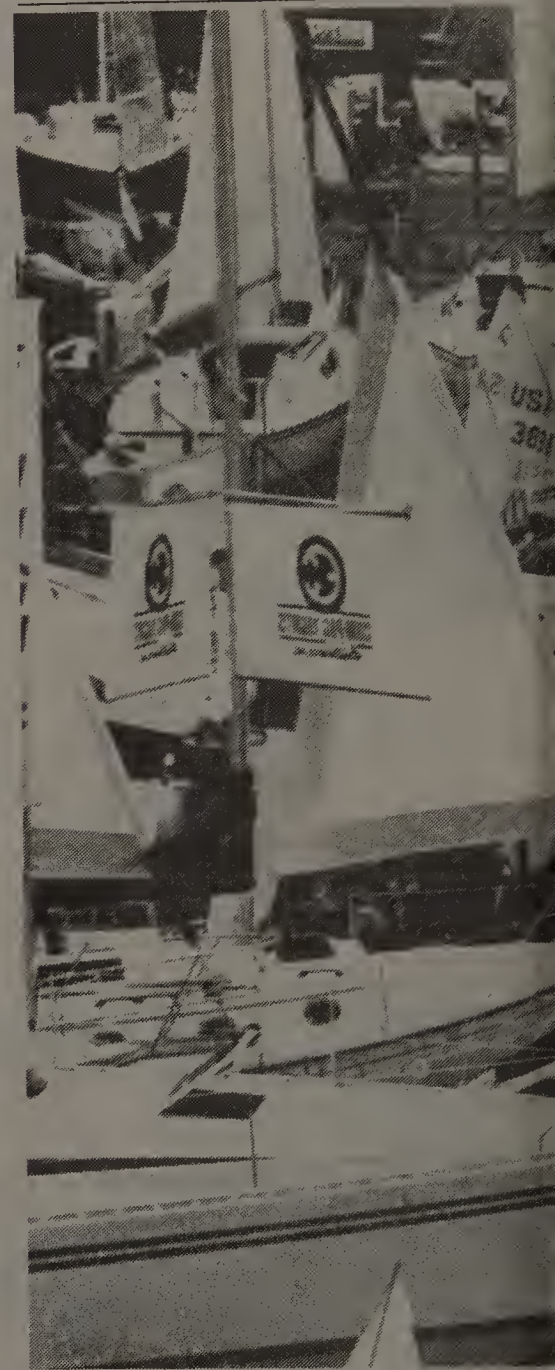
"A little heavy for my taste," she answered, glancing at the spec sheet again. "And I think the interior is overdone, even though it sure is pretty. But hey, it's a great place to hide out and have a nice lunch. If you buy one I'll do the ocean races on it."

Meanwhile I could see other showgoers inspecting the main cabin. One of them had just gotten up from the chart table, and had another one of Lee's sailing club brochures in his hand.

"Lee," I said as I swung the door closed, hiding us from the people in the main cabin. "Don't you think it's going a little too far, using the forepeak for your personal clubhouse and then distributing your own sales material from the chart table? What would you think about this if you were the poor guy trying to sell these boats?"

"Yeah, right" Lee said sarcastically. "I mean, like someone who comes to the show ready to buy a yacht for \$250,000 is going to turn around and join the \$15 per month sailing club instead, because of our flyer? Get a grip, Max!"

"We actually do get a couple of new members every year out of this," said Lee's friend. "But I'd laugh if I thought that we somehow prevented them from buying a big boat."



"Ackshully," said Lee, "we think we're, like, doing the manufacturers a favor in the long run. A lot of our new members will buy big boats someday. But if they just gawk at the expensive new boats and go home without any way to get involved, they'll never. . ."

"Okay kids!" said a stern voice from the main cabin.

It was the dealer in charge of the exhibit, finally come to bust Lee and her friend. He was shocked to see me, looking middle-aged and dressed for business, climb out of the forepeak first.

"I've been discussing the specifications with my consultants," I said as I shook his hand and introduced myself. Then I described my current boat and my upgrade plans, asked a few reasonable questions, and I



# ON WITH THE SHOW



**At Sail Expo Atlantic City (above), it's too cold to display boats outside. In Oakland on April 24-28, boats will be in the water where they belong.**

promised to be back later after we exchanged business cards.

"Think he found the sailing club flyers?" Lee's friend wondered allowed as we all slipped back into our shoes.

"Probably not. They almost never do. Where to next?"

"Just for contrast," I suggested, "let's check out a bargain-basement line."

Lee agreed, even though she explained that it's the wrong time of day to look at boats. "Save them for when the crowds are gone, very early or very late in the day," she said. "If you need to see them at all. I mean, the real value of a boat show is the accessories — and the crazy people you meet."

"What are some of the hot items this year?" I asked as we walked down the docks.

"Binoculars with image stabilization!" she answered without hesitation. "And electronic starlight scopes — they're finally getting good enough to be useful."

"That and some new options for wireless email," said her friend. "There's finally a global sat-com system at consumer prices."

*I understood not one word about the ensuing debate, except that Hedy Lamarr seemed to have something to do with it.*

"I don't know if it's like, ready for prime time," said Lee. "But soon, for sure. And it's going to be fun watching global satellite cell-phones, or at least data links, replace SSB over the next decade."

"Oh, I wouldn't bet on that," I said.

"Count on race organizers requiring SSB for many years to come. Local cellphones haven't replaced VHF, and I think that's a good analogy — it's the 'party line' aspect of SSB and VHF that makes it inherently more useful than cellphones, at least for safety purposes."

"That's just a matter of software," said Lee, dismissing my concerns. The 'party-line' attribute for a global marine 911 should be easy to implement."

**B**ut Lee's friend, an EE major, didn't agree, and I understood not one word of the ensuing debate, except that Hedy Lamarr seemed to have something to do with one of the critical technologies.

We reached the berthing area for the 'bargain' brand, and chose a boat about the same size as the 'deluxe' model we had just been on.

"What a difference!" said Lee's friend, taking in the mass-produced plastic interior.

"Actually the arrangement is amazingly similar," Lee said. "Take away the fancy joiner work on the high priced spread, and I'm not sure how different these boats really are in concept. They'll both cruise with about the same creature comforts, and probably sail at about the same speed."

"Except for little details like the strength of the hull and the quality of the installed systems," I said.

"For sure," said Lee.

The dealer was listening to all this, and jumped right in. "Actually we sell several lines of boats, ranging from deluxe to more budget-oriented. It's kind of like cars — you can buy a Toyota or a Lexus, and they'll both get you there. It just depends on what you can afford and what you like. . . And, in fact, there's less difference between the top and bottom of the market now, compared to the boats built 10 or 15 years ago."

"You think the industry shake-out from '80s has done that?"

"Definitely. So many builders went belly up, the ones that survived had to conform to a new set of market standards. I'm the first to

admit that this builder was turning out junk back then, but you can't say that now."

"Sure I can!" said Lee. "But like, I have to admit," she conceded, "that I only have the reputation of the older boats to base that on."



The dealer, satisfied that he had made his point, went on to greet other potential customers. Lee saw her chance and slipped another stack of sailing club flyers into the chart table.

I eavesdropped on the dealer some more, and he was actually playing it pretty straight.

"It's harder to have any real fun with salespeople now" I said to Lee. "Probably a consequence of the stagnant market and more knowledgeable buyers. When the business was growing quickly in the '70s, you could overhear all kinds of outrageous things from the sales people at boat shows. It was great fun, but those days seem to be over."

We poked around some more, but didn't really find anything on the boat that we could object to. Except that I thought it was overstyled to the point of being a bit less than good-looking from the outside — but "there's no accounting for taste," as Lee reminded me.

"Let's go back to our base camp and see if we can hook up with some of the other people from the sailing club," suggested Lee's friend. "Besides, we're almost out of flyers."

'Base' for Lee was the booth of a nautical bookstore that she and her friend were using to store their own paraphernalia. Meanwhile the place had filled up even more, and the crowds were getting to be something I hadn't seen at a boat show in quite a few years. Certainly not at a sail-only show. There was a huge line to board the BOC 50 footer, and crowds on the decks of most of the display boats.

"I think they're on the right track with this Sail Expo thing," I remarked to Lee. "Sure looks like a success from here."

"They got the name right," she said. "When someone says 'let's go to the boat show' I think of the Cow Palace, and sharing the space with RVs, hunting dogs, and that squirrel who water-skied. But like, Sail Expo has a whole different ring to it. It's upscale, but not too chi-chi. I mean, this stuff's important."

"Their web page has some info on Sail America, the organization that's behind it,"

I gotta do," she said glancing back at us, and made straight for the Laser exhibit.

"Not again!" I moaned.

But for Lee Helm it had become an important ritual. Every time she sees a Laser at a boat show, she has to loosen the mainsheet cleat a little and hook part of the mainsheet underneath the transom corner.

But this time the dealer was standing guard. It wasn't until her friend had created enough a diversion, talking about using a Sunfish rig to make the Laser a safer high-wind daysailer, that Lee was able to get through. And even after the deed was done, the dealer was so intrigued by this new idea that he didn't even seem to notice Lee's mischief.

"It was a great hack," explained Lee. "We made a big lateen rig out of some broken dinghy spars which we found behind the university sailing club. The sail ends up at about 95 square feet, with a pretty low center of effort. It's a rocket ship on a reach! And easier to sail and easier to right after a capsize, and quicker to rig, and much safer for a beginner if the wind comes up because you can lower the sail and spars with the halyard, just like on the Sunfish."

"It doesn't point worth poop," said Lee's friend.

"For sure," said Lee. "We expected that."

They went on discussing the new rig. The dealer — who turned out to be a factory rep for the company that had just bought production rights to both the Laser and the Sunfish — still seemed excited by the concept.

Finally we moved on.

"Did you really do that to a Laser?" I asked.

"Oh no, we were making all that up as we went along," Lee confessed. "But it would probably work fine."

"You know, if you're bored there are some interesting lectures on the schedule."

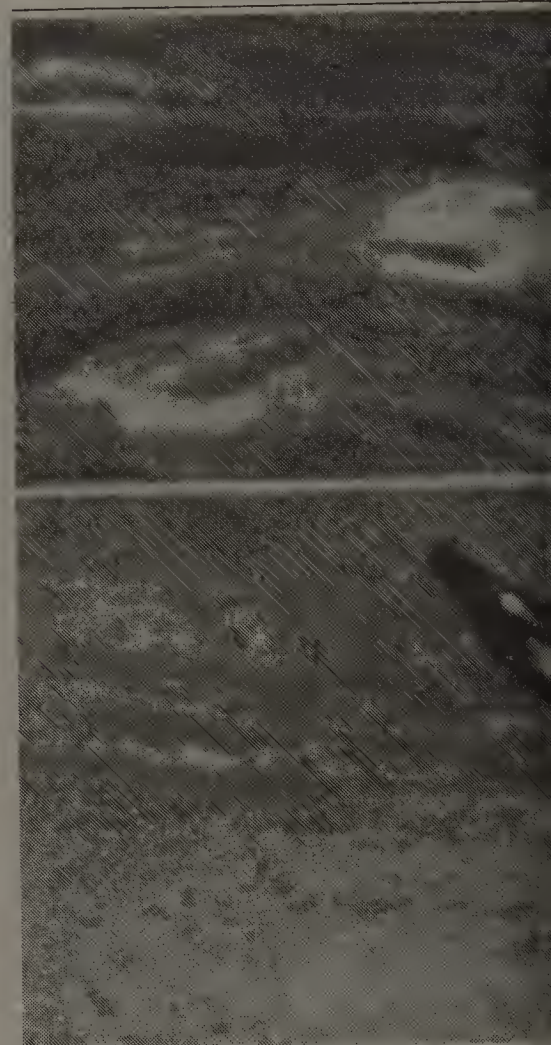
"We're planning on going to a few of them," Lee assured me.

*"Gotta get 'em to buy their first boat before their first home."*

added Lee's friend. Lots of industry heavies on the Board of Directors. All the big builders, retailers, and charter companies represented. Quite a push to revive the industry. . .

Lee had peeled off suddenly. "Something

On our way to the accessories tent I asked Lee if she thought that the various Sail Expos would really revive the industry the way the promoters hoped.



"Within relatively narrow limits, like, sure, I think it will work. But they're still directing a lot of energy at the wrong target."

"What do you mean?"

"It's like, all the marketing and promotion and advertising seems to be aimed at the demographic sector that can already afford to be consumers in this industry."

"You mean, older people with more money?" I said.

"For sure. But like, there's only so much growth that can be squeezed out of grown-ups. They've already made the lifestyle decisions about where they live and when they have kids and how big their mortgage is. So yeah, you can get a few of them to upgrade to bigger boats, and maybe even convince them to buy new instead of used if the products are really great, but that's not where it's at."

"Okay Lee, explain yourself. . ."

"Look what we do at the university sailing club. Every week all summer we take kids from the local summer camps and youth programs out for free sailboat rides. All these 10-year-olds come away with a nice postcard picture of the boat they sailed on, and the club's phone number. It gets pinned up over their desk. 10 or 15 years later, when their parents finally turn their room into a study, that postcard is still there and the kid remembers what a blast they had that day,





*It's been a few years since Bay Area boaters have seen Twiggy, the waterskiing squirrel. These days, we hear she's hiring out to help cruisers get the most out of their nut and grain storage.*

and as often as not we get a new paying member."

"That's great, Lee. But what's it got to do with boat shows?"

"The lesson here is that the industry needs to look that far ahead if it really wants to grow the consumer base. Once people buy houses and move to the 'burbs, a large part of the battle is lost, from the sailing industry's point of view. But if you can get 'em hooked while they're teenagers, or in college, or irresponsible singles, then you have a customer for life. They make all their other life-shaping decisions around their sailing priorities, not the other way around."

"So you're ready to argue," I said, "that college students are more oriented to long-range planning than corporate board members?"

"Absolutely!" said Lee's friend. "We're in the process of mapping out our whole lives, with the decisions we make at this age. Corporate droids just care about the next quarter's earnings report. Certainly it's rare to see anything longer than a 5-year plan from a big company."

This was a position worth pondering. "But, of all the young people introduced to

sailing," I wondered, "how many of them really swallow it hook line and sinker like we did?"

"Between 5 and 20 per cent," answered Lee, as if she had actually collected data on this. "Depending, like, on how good that early exposure is. Still, it's the only source of the kind of new customers that the industry needs."

"What about the \$2 sailing lessons, the booths given free to one-design associations, the lectures — isn't a lot of this aimed at the entry-level sailor?"

"They're still going after the wrong group," Lee replied. "I mean, what happens after that \$2 intro lesson? Spend a couple of thousand for a membership in a commercial club? Pay trans-nasally for charters? Buy a one-design dinghy? There's a ton of free or almost-free ways to learn to sail but they don't get much air-time around here."

"Now be fair," I said. "The commercial schools and charter clubs provide excellent value, by and large."

"True," she conceded, "but like, good value or not, the price is an obstacle to people of my age and, um, circumstance."

**S**o what do you think Sail America could possibly do to rope in the starving students?" I asked.

"Major support for community sailing centers and university sailing clubs, for starters. Also support for yacht club junior programs that make a genuine effort to reach beyond the yachtie families for new blood. Yeah, I know what you're thinking, there are non-profit orgs that try to represent community sailing now, but think what could be done with some industry resources brought to bear. They could promote stuff like a 'learn to sail for free' program, an open-membership college club, which yacht clubs are cheap to join and welcome non-boatowners. Stuff like that."

"But don't expect the industry to make those things a priority," added Lee's friend, "because the extra revenue might not start to flow for 10 years. It's not that what they're doing now is bad or wrong — just that they're missing an opportunity because the

## BOAT SHOW RULES

1) **Shoes** — Wear comfortable ones that are easy to slip on and off.

2) **Go alone** — Or, if you go with someone else, split up after you get there. Otherwise you'll either be bored to death, bore someone else to death, or not be able to spend as much time as you would have liked seeing stuff or talking to people.

3) **Find a 'home base'** — Usually a booth run by people you know. This is where you can leave things that are inconvenient to carry around or arrange to meet friends or leave messages.

4) **Food** — Bring your own lunch unless you actually like the food at ballgames. Extra food to share can sometimes earn you important bonus points (especially with the owners of your home base.)

5) **Paper or plastic?** — Bring something to hold sales literature, and something to take notes on.

6) **Attire** — Dress for the project. You might want to look like a sailor, or you might want serious attention from sales staff. Or you might not.

7) **Hurry up and don't wait** — Never wait in line for anything! Save the popular boats for early and late — concentrate on accessories during the peak hours.

8) **Aerobics** — Don't get tired. When your feet need a rest, spend a few extra minutes checking out the seating arrangements of a nice (but not too crowded) cabin or cockpit.

payoff is way beyond their planning horizon."

We entered the big tent, but before we got to Lee's stash of flyers we passed by my broker's booth.

"Max!" he called out. "Stop by and look at



# MAX EBB

some of the new listings that just came up on my screen. I think some of them will interest you."

We all came about in our tracks and hove up alongside the booth, and the broker handed me a new printout.

"Looks like the market for used boats is

water-ballasted trailerable sailing RV. That's because people who get interested in sailing later in life are forced to make their sailing

## "Get a grip, Max!"

still pretty soft," I remarked after a scan of the new listings. "Is that because everyone is finally starting to buy new boats again?"

"Maybe in the larger sizes," answered the broker. "We're seeing some encouraging new boat action in the high 30s on up. But for boats from 20 to 35 feet, new boat production is still way down, and continues to drop."

"And look at the types of small boats that are now in production," added Lee. "Just about every builder of small cruisers still in business has their own version of the

habits fit their lifestyle, and not the other way around, like it should be."

"Right," agreed Lee's friend once again. "No one who learned to sail in our club ever went on to buy a water-ballasted trailerboat. Our members are more likely to become live-aboards, world cruisers, or at the very least, life-long sailing bums. . ."

Even the broker had to agree with some of this, after more discussion.

"Gotta get 'em to buy their first boat

before their first house," he said. "If Sail America would make that its 10-year objective, then we really could turn this industry around."

Lee and her friend went off to a lecture by one of the local rigging experts, and I went to find some info about that wireless email system, but got distracted by a sailmaker's exhibit on the way.

I wasn't sure why, but when he asked me if I wanted any instant quotes I read off the dimensions of the sailplan for that 40-footer, and we priced out a complete ocean racing inventory.

I didn't leave the show 'til closing time, after checking out most of the accessories and going back to look at boats much later when the crowds were down. Among my large pile of brochures and brokerage listings were some very interesting possibilities. But it was tough to get that top-of-the-line 40 footer off my mind.

If only I hadn't bought the house first.

— max ebb

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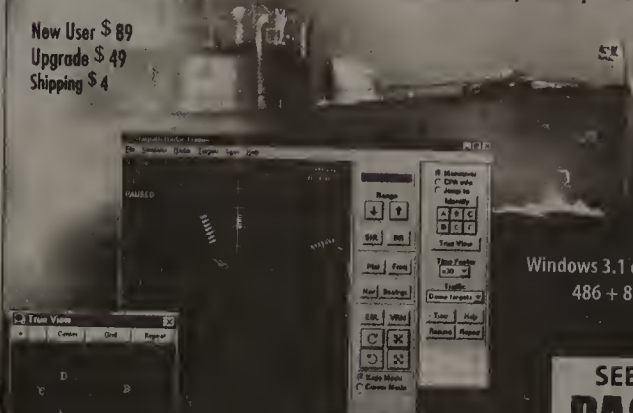
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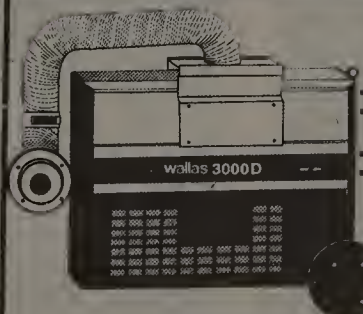
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With a special report this month on **The Pros and Cons of Bareboat Ownership**, a look at **How to Save Money by Self-Provisioning** and miscellaneous **Charter Notes**.

## The Lure of Bareboat Ownership: Letting Someone Else Do the Work

Wouldn't it be great if your sailboat could be like that trusty ol' bike you had as a kid? If it got damaged, dirty or needed a new part, mom and dad would simply take care of it — all you had to do was *play* with it!

Growing up can be a real bummer. These days you have to take care of your own stuff! Or do you?

If you're a typical Bay Area sailboat owner — or prospective owner — you've probably never even looked into putting your boat in a charter fleet, where it would generate income and *someone else* would do the maintenance. Doing the research is probably on many owners' 'to do' lists, but so is scrubbing out the bilge, re-painting the anchor locker and a dozen other tasks that never seem to achieve the status of 'top priority'. With this in mind, we took the initiative to do a little digging on our own.

While this may not be the most scintillating subject we've ever researched, it's interesting to note that almost all bareboats worldwide are owned by private individuals rather than by the management company itself. So what would be in it for you? First,

time' to enjoy it.

If you own a late-model, well-maintained boat, there are a number of Bay Area bareboat operators — sailing schools or clubs — which may be interested in managing it. While every outfit's arrangement is a bit different, the chief advantages to you are that experienced personnel will look after basic maintenance needs, and you'll be paid a percentage of all income that the boat generates from charters and lessons. Obviously, the more desirable your boat is — and the more successful the club's marketing is — the more income you'll earn. Again, though, this will *never* be a big money proposition. But with a little luck you could cover most of your costs — mortgage, dockage, insurance and repairs — by keeping it in an active, well-managed fleet.

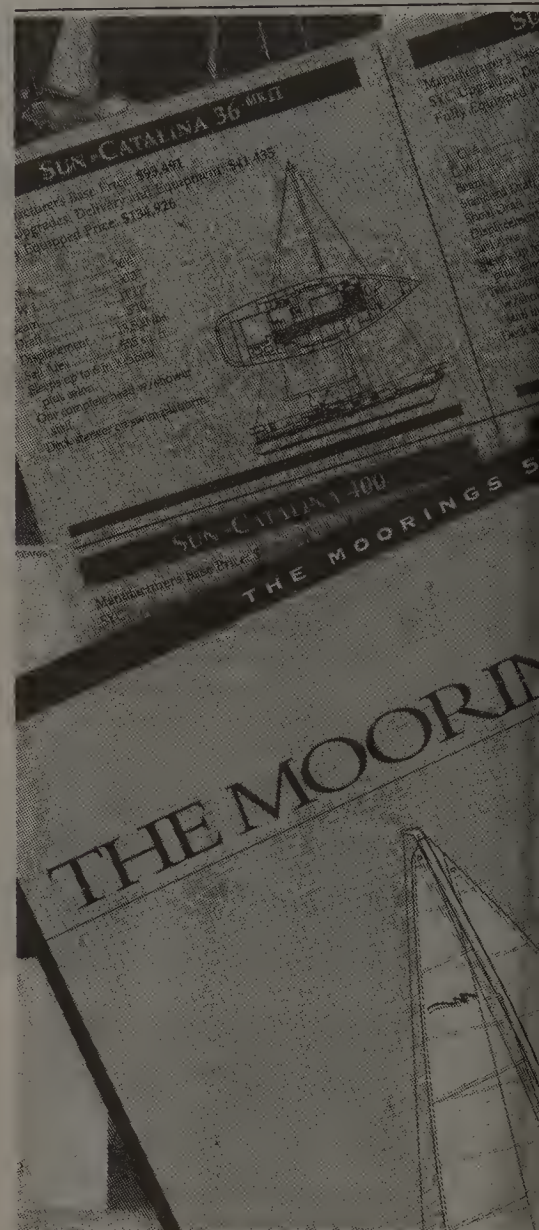
The trickle of extra income enables some owners to pay off their boats sooner than they would otherwise. Also, we're told that some owners with future cruising plans accelerate their mortgage payments so that, combined with charter income, their boat is paid off 5-7 years after putting it in a fleet.



*No, this wasn't shot in the Bay. One of the nicest things about owning a boat in a big charter fleet is sailing it in clear, tropical waters.*

Be clear, however, that as far as most lending institutions are concerned, anticipated charter income can't be considered to help you qualify for a boat loan.

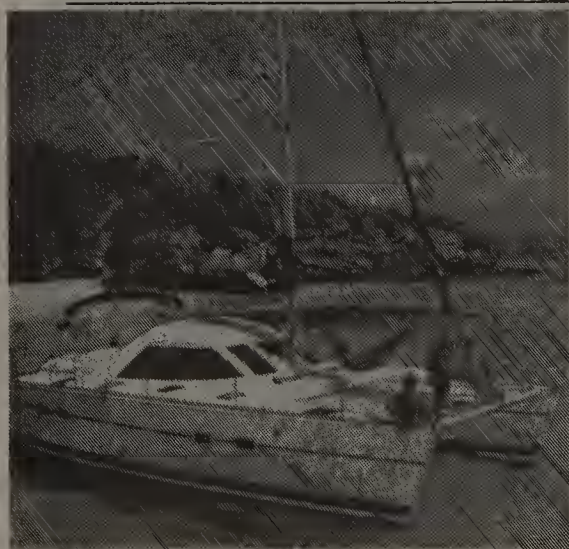
Normally you are mailed a monthly statement that gives a tally of all revenue earned



by your boat, as well as an itemization of all labor, parts and replacement gear charged against your account. Hopefully, you'll also receive a check in the same envelope — instead of an invoice for the deficit! With most local companies you have the option of doing some or all of the maintenance, thereby lowering expenses and potentially increasing income. In theory, a boat can stay in a local fleet as long as it is well-maintained — although typically not more than about 10 years.

The down side is that you have to *reserve* times for personal use of your own boat. But when you do want to go for a Sunday sail, you won't have to spend all day Saturday getting the boat ready! Such arrangements are ideal for those who only occasionally use their boats — i.e. 10-15 days per year.

Although there are similarities, placing a boat in an international fleet is quite a different scenario. Here, you are expected to buy a brand new vessel, and are usually given a choice of several specific boat types which the fleet needs to meet demands at



*If you can afford the price of admission, owning a big cat like this Moorings (Lagoon) 4200 could be a blast. In the tropics they're hard to beat.*

let's be clear that this is not a way to get rich. But it can be a way to keep you from spending quite so much money on your hobby, and giving you a whole lot more 'quality





or inclination to do the necessary maintenance; B) likes to sail in different foreign destinations; and C) has enough disposable income so the boat is seen as a investment that builds peace of mind rather than wealth.

A typical buyer will have owned boats before and will often trade up to another new boat at the end of the four-year term. Some, however, do choose to maintain ownership privately afterwards. If they've done an accelerated pay-off program, some owners then take off cruising. While the big players in the bareboat industry — like The Moorings, Sunsail or Sun Yachts — are generally strict about retiring a boat after four or five years, there are plenty of smaller companies that will keep boats in charter for as long as 10 or 12 years — as long as they are well maintained.

We'll leave the discussion of tax advantages to experts, but this can be a positive factor in the overall equation. If the boat makes money, it can be set up as a business where expenses can be written off — plus the cost of one trip a year to check on your investment! Or it can be thought of — taxwise — as a vacation home, where you are allowed to deduct depreciation and expenses.

All in all, putting a boat in a charter fleet is certainly not for everyone, but there are some extremely attractive advantages for sailors who fit a certain profile. This month is an excellent time to weigh the offerings of a

**Boats, boats, boats. So many great ones to choose from and so many management options to scrutinize. The rewards are enticing.**

one charter base or another. Such policies are rigid because staying 'afloat' in the bareboat industry is no easy trick. Savvy operators constantly scrutinize their markets in order to second guess demands in the coming seasons.

In exchange for putting your boat in a fleet for four to five years, you'll earn income by one of several arrangements. The most common are 1) a guaranteed 'fixed' payment per month or 2) a payment based on a percentage of the revenue your boat earns each month. With the former, you are playing it safe and can always plan on receiving enough to cover your mortgage (assuming a 15-year note). But with the latter, you stand to gain a maximum share of income in boom times. A popular boat type will do around 35 weeks of charter in a successful year. All maintenance is handled by the charter firm, including an annual haulout.

The fun part of such a deal is that you get

to go sailing up to six weeks a year in a some exotic foreign destination. Big companies with multiple bases have the advantage of being able to offer reciprocal privileges at any of their bases around the world (on a similar boat). You are welcome to sell weeks you can't use yourself, give them to friends, donate them to charities to auction off — whatever. Also, the 'prestige value' of being able to say you own a yacht in Tahiti, Martinique or Sardinia is not to be underestimated!

Again, if you're looking for a high-yield 'investment' to dump \$100,000 or more into, this isn't it. Although you can greatly offset the cost of purchasing a quality yacht this way, realistically, you should be motivated more by 'lifestyle' considerations in the here and now, than income potential. Likewise, if your goal is to have a partially paid-off boat in four years, why not just buy a good used boat right now and save yourself the depreciation?

In a nutshell, then, the ideal candidate for bareboat ownership in a big international fleet is: A) one who likes the idea of owning a yacht but realistically doesn't have the time



COURTESY SUN YACHTS

**Shorts, T-shirts, palm trees. Yeah, that's the stuff. Somebody else does all the maintenance, and all you have to do is fly in and throw the docklines.**

variety of competing programs while attending Sail Expo at Jack London Square, April 24-28. See you there.

— latitude/aet



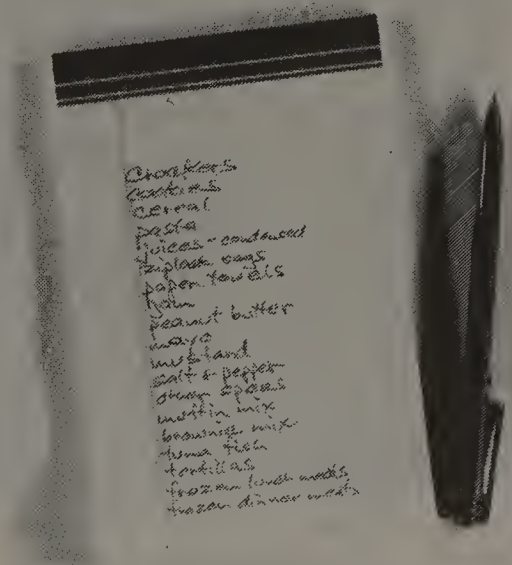
## Shop, Ship and Save: Do-It-Yourself Bareboat Provisioning

Over the past fifteen years, I've chartered at least nine times, to a variety of destinations from the Bahamas to Grenada. On five of those trips I packed and shipped 80% of our provisions in boxes. I found that by taking the time to plan, shop and package foods before you leave home, you can save a substantial amount of money and also free yourselves from most of the provisioning hassles in foreign countries.

The food I brought was always checked as part of my luggage allotment and all my boxes always arrived safely, which ultimately reduced the time of getting underway the first charter day.

The first time I shipped food, I was a bit unsure about how I'd get through airports with all these boxes. But there really are no problems as long as you can check your luggage straight through to your end destination. Most charter companies meet you upon arrival and help you with your luggage. It's really very easy: You just take the time prior to your charter to shop, pack and tie the boxes, then bring them to the airport. From there on the worry is over. When you bump into other charterers dying for a diet soda or chocolate bar, you'll appreciate the pre-charter effort you put in.

**Make a list, grab a study box and make tracks for the supermarket. And remember, active days of sailing lead to hearty appetites.**



• **Customs and Immigration:** Carefully address the boxes of food to their final destination, listing the charter company and site. Do not mark the boxes as 'food' — you



might as well write 'steal me'. Remember, you'll probably be traveling to areas where the standard of living is well below ours, and American food is a valuable commodity.

On my most recent charter to St. Lucia, the airport customs officers asked if I worked for The Moorings, as my unopened boxes were clearly labeled for The Moorings base. I explained they contained food for a charter yacht. That seemed to satisfy the officers, who simply told me to have a wonderful vacation. Of all my trips, I've only been asked to open a box once — in the Bahamas, when the inspector was apparently looking for liquor.

• **What to bring:** With the help of your Cruising Guide, you can determine the number of meals you're apt to have aboard and ashore. Be aware that meals ashore may be expensive or unavailable at some anchorages.

• **Breakfast:** Dry cereals, frozen bagels, muffin mixes (just add water are best), instant oatmeal, Pop-Tarts, granola bars,

**If money's no object, it's definitely easier to charter a fully-provisioned bareboat. But thrifty sailors save by hauling their food from home.**

ground coffee (vacuum-pack bags ship well), creamer packets, sweetener and personal condiments. Boxed juices or frozen concentrate ship well.

• **Lunch:** Packaged lunchmeats pack well, and if frozen before packing and shipping, they arrive safe at your destination. Canned ham, chicken and tuna fish are a non-perishable alternative for the end of the charter. Peanut butter and jelly are easy. Tortillas add variety.

• **Dinner:** I usually have a cooking marathon prior to departure and make such things as spaghetti sauce and freeze it flat in a Ziplock bag. I've made meatloaf, baked it 50%, then froze it for shipping. We had a wonderful meatloaf dinner as well as cold meatloaf sandwiches the next day!

Many bareboats carry BBQ grills, but don't forget to bring skewers for kabobs. Kabob meat (frozen) can be complimented with local vegetables; these same vegies can also be used in a stir-fry. Purchase extra lean





LATITUDE/ANDY

hamburger and pre-shape your patties and freeze.

Precooked turkey breasts are great, easily warmed in the oven and the leftovers can be used for lunch. Turkey hams (frozen) pack and ship well. Noodles with butter and basil are a wonderful addition for many meals. Boxed potatoes or rice are easily packed and shipped. Also, think of some of your favorite meals you seldom have time to make and pack the ingredients.

• **Snacks:** The best part of vacation! Singles potato chips, which are sold in cardboard tubes, pack best. Other ideas are: canned peanuts or mixed nuts, chocolate bars (expensive in many foreign destinations), cheeses, pretzels or soda crackers (good for motion sickness), popcorn and popping oil, pudding and fruit cups, caramel corn, rice cakes, trail mix and cookies. On several of my trips I packed a 'st-add-water' brownie mix and canned chocolate frosting — it was a big hit!

• **Beverages:** If your taste for wine isn't refined, consider packing boxed wine. Wine choices in foreign charter destin-

ations are likely to be limited and/or expensive. If you are hooked on diet sodas, buy them at home. You may not find them in foreign countries.

Many charter bases have potable tap water and those that don't usually offer bottled drinking water. Use either to make your own drinks: Pre-sweetened Kool-Aid packets or boxed, condensed juices are small and easy to pack. Very few bareboats come with large beverage containers, so I purchase a juice or fruit drink that comes packaged in a two-quart plastic container and later recycle it for mixing my concentrates.

• **Miscellaneous and condiments:** Bring butter, mayonnaise, mustard, salt and pepper, several onions, garlic (if you cook with it), and spices for dishes prepared aboard. To make the galley functional, bring several sizes of Ziplock bags for storage (chips, etc. will be soggy in 30 minutes in the tropics), as well as plastic wrap, paper towels, a dish cloth or sponge, bath soap, dish detergent, garbage bags and toilet tissue — just in case it's not provided. Joy brand dish soap will lather in salt water for the brave who bathe in the sea water and rinse with fresh water — many bareboats now have fresh-water deck showers.

• **Boxing:** Purchase or find boxes which do not exceed your airline's size specs (see below). Place heavy items on the bottom and remember to purchase as much as you can in unbreakable plastic containers. Use paper towels and toilet tissue to prevent glass containers from breaking. Label for your charter destination, wrap with string and make a handle for easier handling. Use your bathroom scale to weigh the boxes. (Duffle bags are an alternative for dry goods.)

• **The Freezer Box:** This idea surprises everyone, but it works. Remember, at over 30,000 feet, it's cold in the cargo hold. However, extra preparation and planning are necessary for this box. First, freeze as many perishable items as you can, from lunchmeat to bagels to dinner entrees. (Cheese does not freeze well; it often crumbles when thawed.) You do not need dry ice to keep items frozen, but everything needs to be packed tightly.

Prior to packing, go to your local lumber yard and purchase insulation 'bead board' to line the inside of your freezer box — it's inexpensive and light. Cut the bead board to fit the sides, bottom and top of the box and make sure it fits closely together — this is your insulation for 10-18 hours. To prevent

possible thawing, wrap frozen foods in newspaper. Tape and tie if for shipping.

• **When you arrive:** If your charter company will allow you to sleep aboard the night before your charter, ask that the refrigeration be turned on prior to your arrival. On several occasions when I wasn't able to sleep aboard, I asked my hotel's staff to put my freezer box in their kitchen's freezer — they were always happy to accommodate.

• **Shipping:** Check with your airline carrier for their luggage restrictions. Ask for the 'checked' luggage restrictions/weight for international flights.

Destinations with 'big jet' airports will allow you more weight than destinations using 'airlink' planes. Your weight may be restricted for the smaller planes or you may be charged for over-weight luggage, but this has never happened to me. However, some island destinations may not allow boxes during selected times of the year — like Christmas — and/or on certain aircraft. Restrictions are determined by where the flight originates. In general, flights originating from major hubs have the least restrictions. But again, call your airline to verify all rules and specifications.

In my years of chartering I've found that planning and organization prior to departure repays you over and over again. The dollars and time saved are the greatest reward of all!

— captain laura tritch  
santa barbara

*Captain Laura enjoys a quite moment in the cockpit. After many charters, she has self-provisioning down to a science.*



LAURA TRITCH



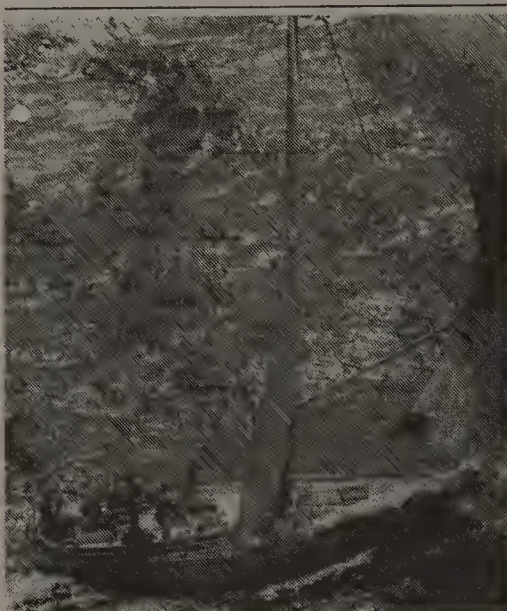
# WORLD OF CHARTERING

## Charter Notes

The Bay Area charter fleet is abuzz with activity this month, gearing up for what promises to be a very busy season.

Two popular crewed charter boats, the **Hawaiian Chieftain** and **Adventure Cat** have just returned from business endeavors out of the Bay — **Adventure Cat** has been chartering in sunny Mexico, while the **Chieftain** has been staging a series of mock sea battles in Southern California with the **Lady Washington**. She'll 'fight' the **Californian** May 25, June 8, 12, 22 and July 13. Call (415) 331-3214 to enlist.

Having stayed up all night several times in years past looking for comets that never appeared, we're normally a bit skeptical about comet-watching events. But when we heard about the 'Comet Cruises' offered aboard the Santa Cruz 70 **Chardonnay**, we became a bit more interested. April 4, 5 and 12 this popular charter sled will sail out into Monterey Bay, far enough away from city lights to gain a clear vantage point for viewing the passing of Hale-Bopp. Long-time astronomer Steve White will be on board to help bring heady astronomical topics 'down to earth'. And if Hale-Bopp doesn't



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cooperate, at least you can enjoy champagne, hors d'oeuvres and a refreshing sail. Call (408) 423-1213 to reserve a spot.

Another headline from the crewed charter trade is **Rendezvous Charters'** acquisition of the well-known Santa Cruz 50 **Yukon Jack**. Having won the '95 Tahiti Race, competed in four TransPacs and many races to

Mexico, she's a proven voyager suitable for a wide range of charter possibilities (taking up to 20 passengers). Built by Bill Lee to Coast Guard specs for 'multi-passenger' offshore sailing, she is one of the few sailing vessels offering coastal whale watching. Call Rendezvous Charters at their South Beach location for details: (415) 543-7333.

Who says bareboats have no class? **Atlantis Yacht Charters** of Sausalito has just added a **Swan 47** to its fleet. Set up for both serious racing and comfortable cruising, she is rated to sleep up to nine, but would be ideal for four or six. Call Atlantis at (415) 332-0800 for more info on this Finnish-built beauty. The company's other 'big boat', a Nordic 44, has just had an extensive refit.

**Oops Department.** In February's Bareboat Address Book we inadvertently left **San Juan Sailing** out of our listings of Pacific Northwest bareboat operators. This well-established company can be reached at (360) 671-4300. Also, please note that **Albatross** has charter bases in both Greece and Turkey (not just in Greece as we erroneously stated). Call (609) 778-7555 for info on their fleets.

— latitude/aet

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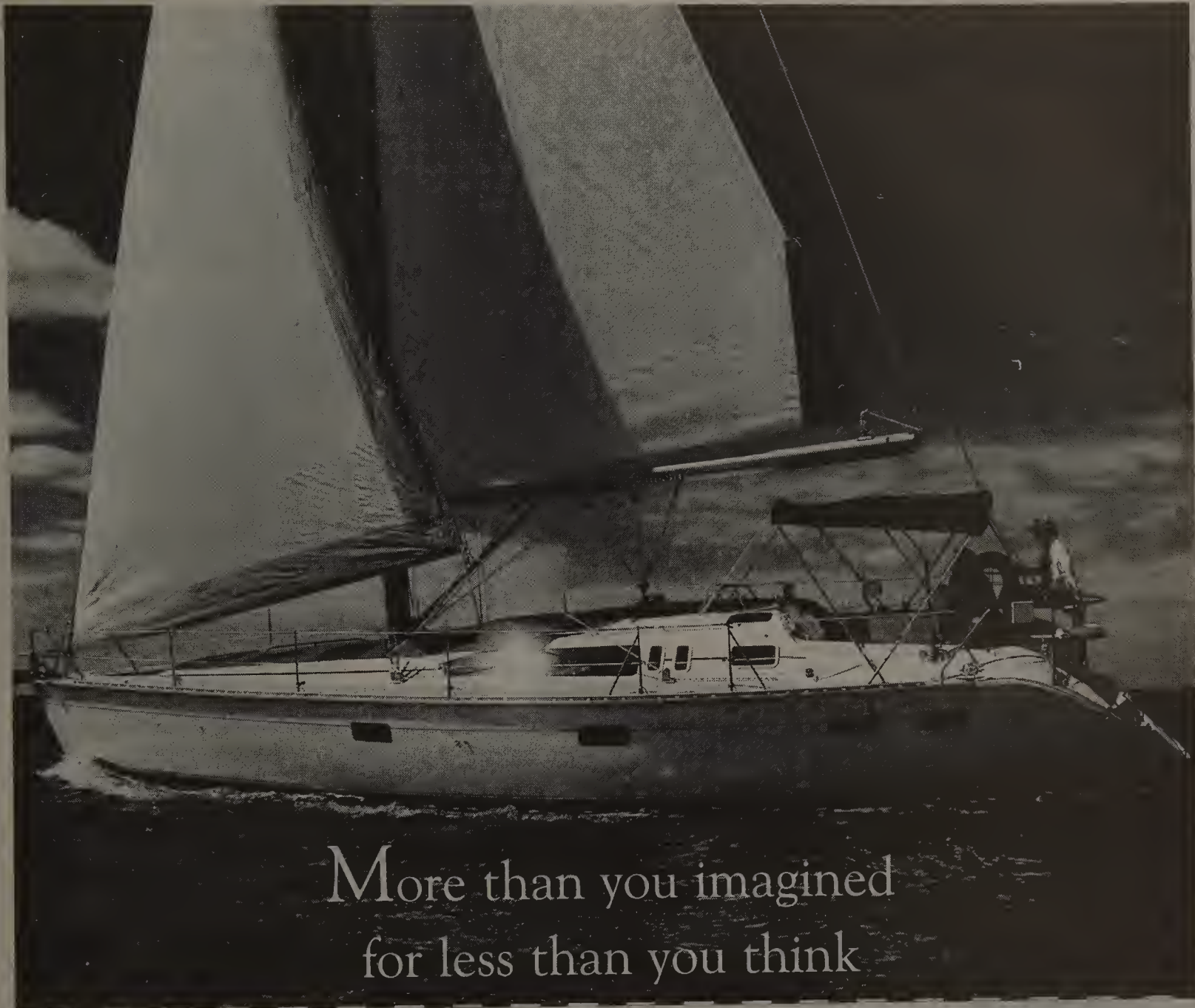
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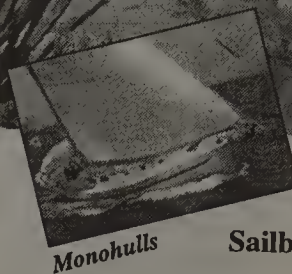
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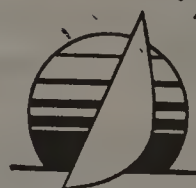


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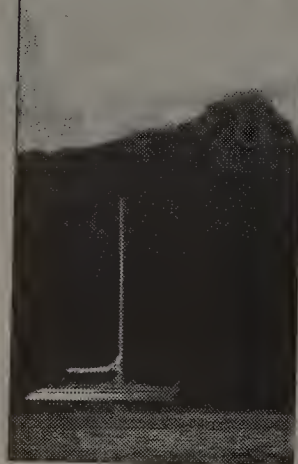
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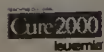


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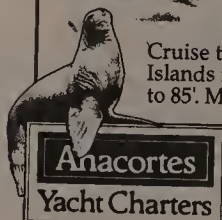
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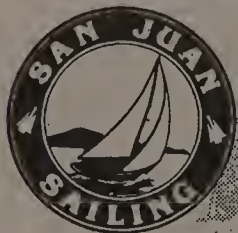
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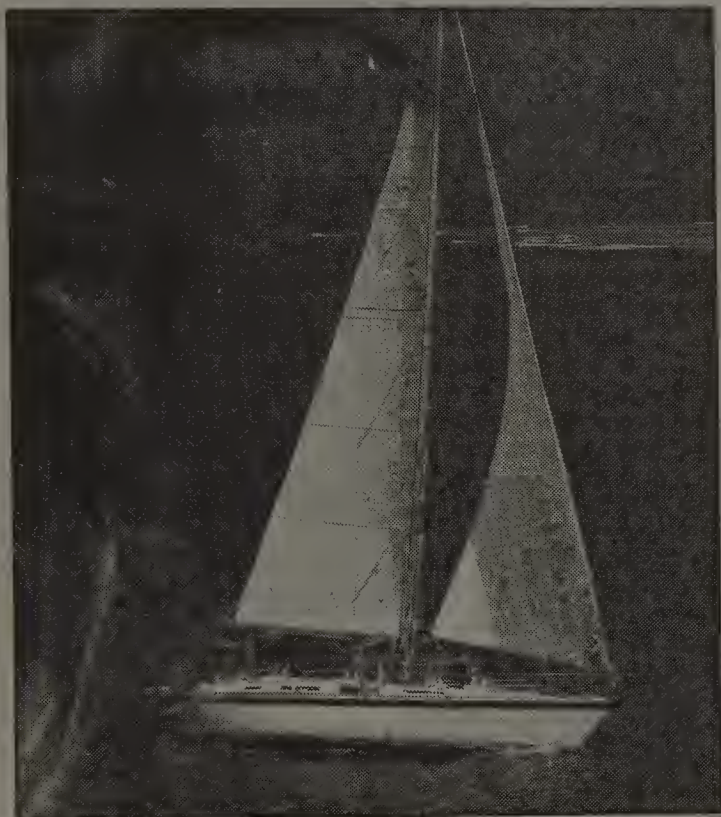
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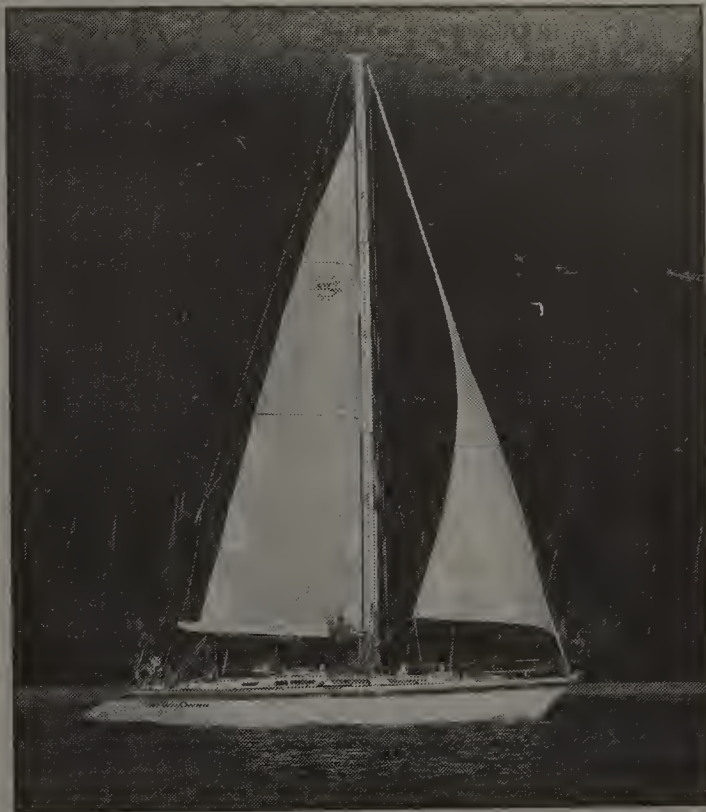
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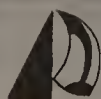
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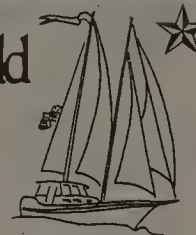
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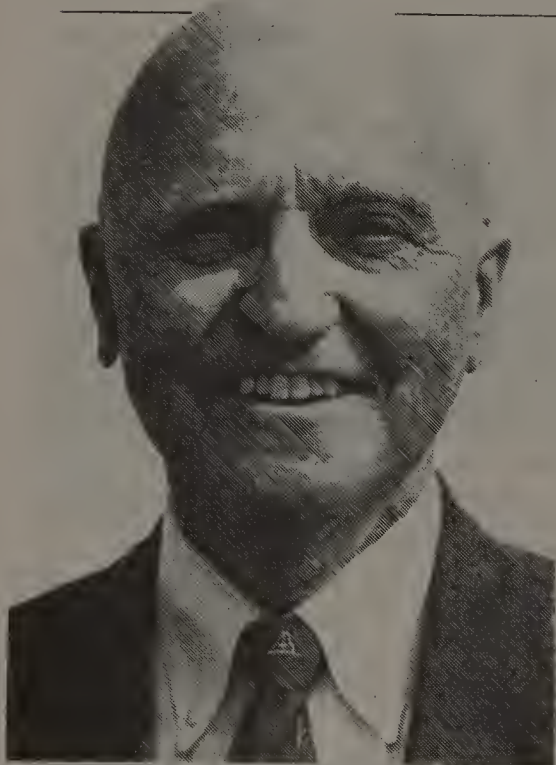
# THE RACING

With reports this month on visiting dignitary **Bill Ficker's** thoughts on the America's Cup; the windy **SORC** gathering in Florida; a trio of **St. Francis YC Invitationals**; youth prevails again at the **Congressional Cup**; another slow **Cabo Race**; a new twist on the **San Francisco Cup** format; and a whole bunch of final **midwinter race results, box scores and race notes.**

## Ficker Still Quicker

The first America's Cup race we saw 'live' was off Newport, RI, during the 1970 series between the Australian challenger *Gretel II* and the defender *Intrepid*. It was a stormy day, and the race was rather dull — the bowman on *Gretel II* fell overboard, turning the race into a sailover for the Americans. "I still remember that one," said *Intrepid* skipper Bill Ficker recently. "It was incredibly rough that day — we were getting seasick on the tow out! But *Intrepid* was the better boat in heavy air, and would have won without the guy falling over."

Ficker, you might recall, dodged a bullet



LATITUDE/ROB

*Class act: Bill Ficker, one of the great Corinthian sailors, spoke recently at the St. Francis YC.*

in what was one of the closest America's Cup contests in modern years. According to *The Illustrated Encyclopedia of World Sailing*, "Without doubt, *Gretel II* was a faster boat than the remodelled *Intrepid*, but the Australians threw away the series by poor

crewing and not knowing the rules. The only real secret weapon that the Americans had up their sleeve was helmsman Bill Ficker, who sailed the dead lump of a boat that was *Intrepid* '70 with extreme skill and care, virtually never making a tactical mistake. *Gretel II* finished ahead twice, losing one result on protest and the series by four races to two."

Ficker, an architect in Newport Beach, spoke eloquently about his America's Cup memories last month at a St. Francis YC Tuesday Yachtsmen's Luncheon. "Back then, we sailed out of nationalistic pride. We were all Corinthian sailors, businessmen and college students who took off four to six months to do a campaign," he claimed. "No one was paid anything but room and board — I was offered, but never accepted, plane tickets to fly cross-country. We did it because it was fun, and because of the friends we made along the way. Winning was its own reward."

Lamenting the 'progress' since then, Ficker expressed disappointment with the modern America's Cup. "Conner and Bond changed everything — these days, the Cup is more about politics, money and sponsors than sailing. People are trying to control the Cup for their personal financial gain."

Noting wryly that "the America's Cup will survive with or without my input," Ficker offered some 'cures' for what he thinks ails the Cup, including making the starting lines and the courses longer ("The upwind legs are only three miles long and the boats now go nine knots. You hit the layline in 10 minutes, which doesn't make for interesting racing.") and limiting onboard navigation tools ("We've got boatloads of zombies letting machines call the shifts and the laylines. Let's get back to the judgment of the skipper and tactician.").

Ficker also stressed that sailing is a participant's sport, one not really suited to television. "It's not a 'stadium sport' like football, and we should stop trying to format events like the America's Cup for ESPN," he claimed. "In fact, the only place where the Cup actually makes sense as a spectator sport is here on San Francisco Bay. This



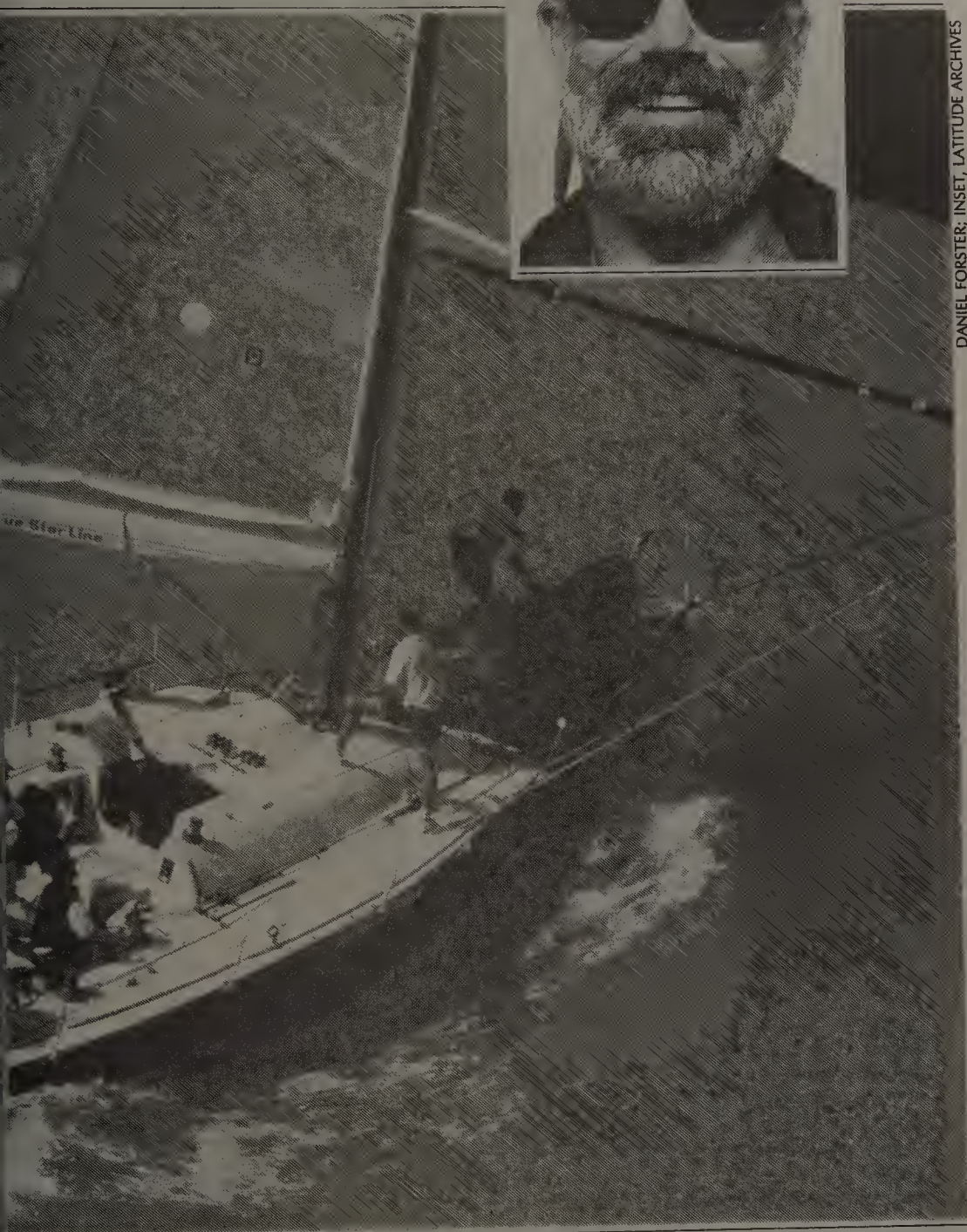
would be a fabulous place to hold it!"

The StFYC Yachtsman Lunch Series continues to be a tremendous resource for Bay Area sailors, though one must be the guest of a member to attend. Upcoming speakers include two other Cup legends, Ted Hood and Ted Turner; *Kialoa* owner Jim Kilroy; and sailmaker Lowell North, recently returned from his seven-year circumnavigation.

## Big Breeze at SORC

The high winds and waves at this year's Southern Ocean racing Conference (SORC) in Miami brought back memories of the good ol' days of this offshore classic, when only the strongest survived. The fresh 18-28 knot southeasterlies churned up some steep 4-6 foot seas, making upwind work a 'slam-fest',





DANIEL FORSTER; INSET, LATITUDE ARCHIVES

**Overall SORC winner 'Abracadabra'. Inset: Dee Smith is on a major roll this year with bullets at Key West Race Week, SORC and the Congo Cup.**

with relief coming only after cracking off at the weather mark. Among the 69 entries in the IMS, 1D 48, Corel 45, Mumm 30 and 36, and PHRF classes, there were a total of four dismastings, four withdrawals from collisions, a severed finger, and numerous broken sails. Conditions were severe enough to persuade race managers to keep the fleet ashore for an unscheduled lay day when a 30-knot gust was measured one morning.

But it wasn't this way for all SORC entries, as the majority of the record 167-boat fleet sailed inshore on Biscayne Bay. Like many regattas in search of entries, the SORC has diversified itself to include

several smaller one design classes to supplement waning entries in the offshore classes. Melges 24, Hobie 33, Etchells, multihull, and PHRF classes sailed for four days on inshore courses set by the Coral Reef YC without nearly as much carnage.

Lead-off class in the offshore division was the six-boat 1D 48 fleet. While racing was close at times, the broad spectrum of talent and experience was soon evident, with the more seasoned teams easily defeating the newcomers. The *EF Women's Team*, skippered by Leah Newbold with Courtenay Becker-Dey as helmsman, seemed particularly accident prone. Tactician Libby McKee (wife of Jonathan McKee) lost a fingertip from grasping a leeward runner tail at a mark rounding, a torn mainsail forced them to reef

in two races, and they hit and hooked the pin end of a start line buoy. Never discouraged, the team remained in Miami the week after the event to two-boat test in 48s while receiving coaching help and crew selection for their Whitbread challenge.

In the end, it was Dr. Jim Andrews' seasoned team led by helmsman John Koliou on *Abracadabra* that won by enough not to have to sail the last race, but they did so anyway. By winning that race, they also took home the overall SORC Trophy for lowest score in any class.

Like *Abracadabra*, Tom Stark's Corel 45 *Rush*, driven by Peter Holmberg, also avenged her runner-up performance at Key West by dominating the class by enough to take the last day off to watch the Miami Grand Prix car races. If they had sailed and won their six-boat class, then the overall trophy would have been theirs. Helping their chances of success was yet another mast failure aboard George Collins' *Moxie*, forcing them to drop out of three races in the series for some late-night laminating on their carbon spar. It broke in the lower panel after an unintentional gybe while on a lunch break between races on the first day. Key West class winner *Atalanti X* driven by Rod Davis initially had a strong showing, but fell out of contention after some weak starts. British CMAC team member *Indulgence* turned in a mediocre showing, and seemed to need the new mainsail they had ordered but wasn't delivered until the end of the event.

In IMS-A, a dramatic pile-up occurred just minutes into the regatta. Tom Hill's N/M 46 *Titan*, driven by PACT 2000 tactician Tony Rey with tactical help from John Kostecki, clobbered John Thomson's N/M 49 *Infinity* while on port, putting a three-foot gash in the green boat's port side. Even though *Titan* did her circles, the collision caused enough damage to earn her a DSQ, while *Infinity* was awarded average points for the two races she missed that day.

There was more disappointment aboard David Horwitz's Farr ILC 46 *Seagoon*, which sailed on its own bottom from South Africa for this event and Key West. An inversion in her aluminum spar suffered at Key West could not be bent back or tuned out, and the conditions were simply too rough for them to sail safely as the week wore on. The contest therefore turned into a virtual match race between Russell Coutts on John Risley's Taylor 49 *Numbers* and Peter Gilmour aboard Shigeyuki Suzuki's Farr ILC 46 *Swing*. In the end, Coutts prevailed by only a point to repeat his class win in Key West.

Like their bigger brethren, contenders in IMS-B class were also engaged in close racing, but among three rather than just two



# RACING SHEET

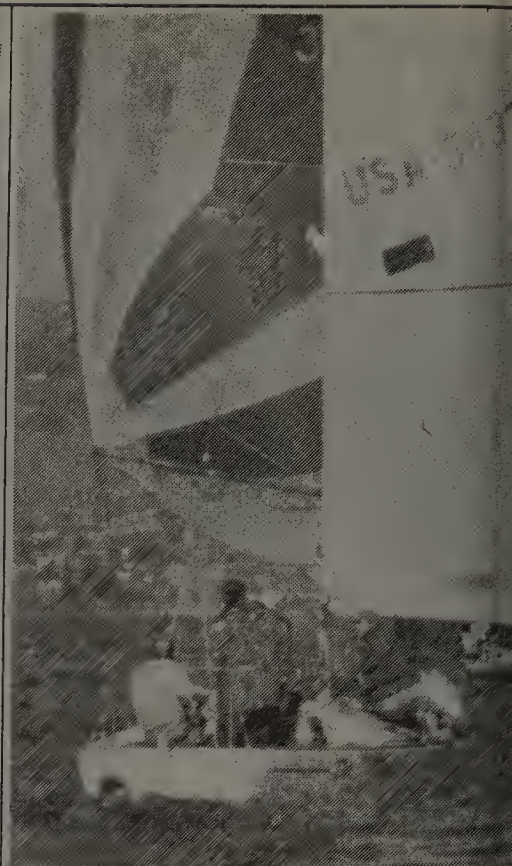
boats. After a somewhat lackluster Key West performance, owner Bob Bayer turned over the helm of his Tripp ILC 40 *More War Stories* to Terry Hutchinson for the SORC. Hutchinson challenged both Ken Read and his veteran team aboard Key West class winner *Esmeralda* and the seasoned crew of Tony Buckingham's British CMAC team member *Easy Oars* (ex-*Pigs In Space*). While all three are ILC 40s, *Esmeralda* gave the other two time in the breezy conditions, but her carbon spar certainly paid for its rating in the lumpy seas.

Nonetheless, good speed and consistent performance helped *War Stories* take and maintain a slim lead going into the last day of racing. Yet in a controversial move by race management, point totals were reshuffled by rescoring the first race to within .02 seconds to resolve a tie between *Easy Oars* and *War Stories*, giving the latter boat an unexpected extra point. *Esmeralda's* win in the final race was then enough to win the class by a slim ¼-point over *War Stories*, with *Easy Oars* coming in third.

The Mumm 36s, like most of the other one design classes, were dominated by a single competitor. Tom Roche's US CMAC team member *Jameson*, driven by Chris Larson with tactical help from Dee Smith, repeated their class-winning performance in Key West. Like *Rush*, they opted to sit out the last race. *Breeze*, driven by Thomasso Chieffi, and *Bravo*, driven by Torben Grael, duked it out for second. The two were close throughout the event, and actually ended the series tied, with *Breeze* winning the tie-breaker.

The Mumm 30s were probably the most challenged in the tough conditions, yet they enjoyed tight racing among the top ranks. USA 55, which under charter to Mike Law pulverized the 31-boat class in Key West by nearly 40 points, won again at the SORC but by a substantially slimmer margin. This margin may have been slimmer or even nonexistent if one of the front-runners hadn't T-boned a rival in the pre-start minutes of the sixth race, causing enough damage to take both out of racing for the remainder of the regatta. Because of the conditions, there was a huge gap between those at the top of the 15-boat class, and those struggling to control these 30-foot rocketships. Nevertheless, once the dust cleared, everyone was still smiling — and looking forward to more placid racing in home waters.

This event marks the end of the general convergence of international programs in the U.S. until next year's winter season. From here, the majority of entries return home or follow racing schedules within their respective classes. The next stop prior to the Worlds for the Mumm 36s is Annapolis for

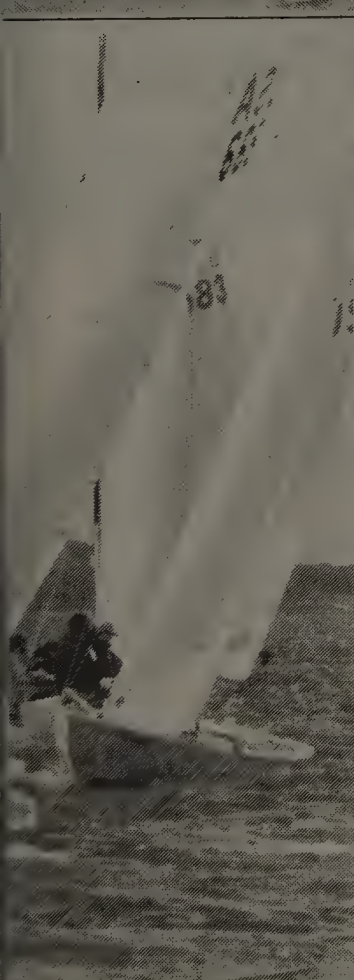


the East Coast Championship, while a few weeks later the Corel 45s will also be in town for their East Coasts. The 1D 48s will reconvene in Newport for their Newport-Manhattan Series in late May, while the more serious IMS class competitors will likely spend the spring racing in Long Island Sound.

— dobbs davis

1D 48 — 1) *Abracadabra*, 13.75 points; 2) *Swedish Match*, 23.5; 3) *Leading Edge*, 24.75.  
COREL 45 — 1) *Rush*, 19; 2) *Atalanti X*, 23.5; 3) *Faster K-Yote*, 28.  
IMS-A — 1) *Numbers*, Taylor 49, 16.25 points; 2) *Swing*, Farr 46, 17.25; 3) *Infinlty*, N/M 49, 22.1.  
IMS-B — 1) *Esmeralda*, ILC 40, 17.25 points; 2) *War Stories*, ILC 40, 17.5; 3) *Easy Oars*, 19.5.  
PHRF-A — 1) *New Wave*, Henderson 30, 22.25 points; 2) *Equation*, R/P 50, 23.75; 3) *Sheerness*,





*History in the making: scenes from StFYC's Spring Keel Regatta, the first big-boat PFD regatta in the country. All photos 'Latitude'/rob.*

Taylor 41, 24.75.

MUMM 36 — 1) Jameson, 21.25 points; 2) Breeze, 24.5; 3) Bravo, 24.5.

PHRF-B — 1) Pinball Wizard, IMX 38, 17 points; 2) Invincible, N/M 30, 23.75; 3) Zoo 2, G&S 30, 25.

MUMM 30 — 1) Thalia, 17.5 points; 2) Xisled,

20.5; 3) USA 48, 23.25.

PHRF-C — 1) Hustler, J/29, 6.5 points; 2) Second Wind, J/92, 17.75; 3) X-Press, X-Yacht, 19.

ETCHELLS — 1) Danger One, 10.25 points; 2) Free Spirit, 20; 3) Hissar, 20.75.

MELGES 24 — 1) Full Throttle, 8.5 points; 2) Wicked Feet, 11.5; 3) Heartbreaker, 12.75.

HOBIE 33 — 1) Whiplash, 7 points; 2) Risky Business, 14.75; 3) Moving Party, 16.

MULTIHULL — 1) Yol, F-25, 10.75 points; 2)

Adrenalin Rush, Stiletto, 11.5; 3) Silverheels, F-25, 24.

### March Madness at the StFYC

Three of the tastiest reasons to go sailboat racing on the Bay in March are the annual St. Francis YC Spring Invitationals. The appetizer on last month's menu was the Spring Keel Regatta (sportboats) on March 1-2; the main course was the Spring One



# THE RACING

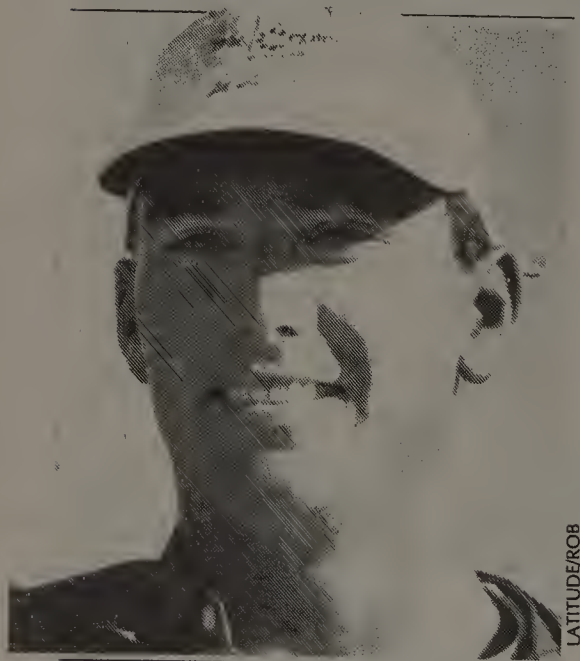
Design Regatta (bigger keelboats) on March 8-9; and dessert was the Spring Dinghy Regatta on March 15-16. All the hot classes on the Bay were represented — basically, any fleet that wasn't invited is slipping off the local one design radar screen.

These were the first regattas sailed under St. Francis YC's controversial lifejacket rule. "No one complained to me about it, and attendance didn't drop off a cliff as some people predicted," noted race manager Matt Jones, who dutifully donned his PFD as well. "I think people are already accepting this rule as a good thing."

Moderate wind, massive ebb tides and sunshine prevailed for five of the six race days (it rained on the second day of dinghy racing). Aside from some minor collisions and Cityfront groundings (notably the Olson 29 *Tsirir*, which impaled itself on the rocks), the most exciting moment of the three weekends came when an inbound tanker literally went through the starting line during the second day of the Spring Keel Regatta! Needless to say, the sequence was postponed.

"I probably had the line too far off the Cityfront," admitted Jones. "and it turns out the tanker was having steering problems, or he wouldn't have done that. It was an interesting moment."

At the Spring One Design Regatta the



Gavin Brady, Mumm 36 world champ and two-time Congressional Cup winner. Not bad for a 23-year-old!

following weekend, Jones used a series of limiting buoys to create a half-mile wide corridor off the Cityfront for the windward/leeward races. Not only did it keep the fleet safe from commercial traffic, but it kept the fleets closer together and made for wonder-

ful spectating from the yacht club. "It worked out great," said Jones. "Why didn't I think of that sooner?"

## SPRING KEEL (March 1-2; 4 races):

11:METRE — 1) **Ronstan**, Mike Ratiani, 9.5 points; 2) **Blue Dog**, Tim Wells, 11.75; 3) **Sports-Channel**, Sean Svendsen, 14. (6 boats)

ETCHELLS — 1) **#946**, Craig Healy, 5.25 points; 2) **Mr. Natural**, Bill Barton/T. Parsons, 10; 3) **Secret Weapon**, Jeff Hager/Spencer Fulweiler, 22; 4) **Six Hundred**, Hank Easom/Chuck Mohr, 24; 5) **Celebration**, Doug Morse, 24. (10 boats)

EXPRESS 27 — 1) **Sonita**, Craig Page/Bill Melbostad, 9.25 points; 2) **Bessie Jay**, Brad Whitaker, 11; 3) **New Moon**, John Franklin/Carl Schumacher, 12; 4) **Abigail Morgan**, Ron Kell, 17; 5) **El Raton**, Ray Lotto, 19; 6) **Baffett**, Tom Baffico/Forest Baskett, 25.75; 7) **Andale**, Nancy Potter, 27. (15 boats)

MELGES 24 — 1) **Sea Monster**, John Oldham, 4.25 points; 2) **Casey Jones**, Don Jesberg, 6.75; 3) **Double Pucker**, David Wadbrook, 17; 4) **Twist & Shout**, Jessica Lord, 17. (9 boats)

MOORE 24 — 1) **Fatulty**, Dave Hodges, 8.5 points; 2) **Adios**, Scott Walecka/Ian Klitza, 9; 3) **Great Pumpkin**, Jim Maloney, 14.75; 4) **Conococheague**, Corleone Family, 17; 5) **Mercedes**, Joel Verutti, 17.75; 6) **Moorgasm**, Hank Niles/Chris Watts, 20; 7) **Hot Rod Lincoln**, Charles Wicher, 32; 8) **Umpqua**, Jim Plumley, 32; 9) **Wet Spot**, Mike O'Callaghan, 34; 10) **Minnow**, Dan & Lisa Nitake, 45. (22 boats)

J/24 — 1) **American Garage**, Chris Snow, 3 points; 2) **Grinder**, Jeff Littfin, 12; 3) **Snow Job**, Brian Goepfrich, 20; 4) **Ed Gray Was Cool**, Seadon Wijzen, 25; 5) **Air**, Tim Duffy/Susie Gregory, 26; 6) **Small Flying Patio Furniture**, Melissa Purdy, 35; 7) **Gravity Probe**, Scott Sellers, 39; 8) **Casual Contact**, Seamus Wilmot, 39; 9) **Downtown Uproar**, Wayne Clough, 43; 10) **Ugh!**, Brian Pace, 43. (23 boats)

## SPRING ONE DESIGN (March 8-9; 4 races):

EXPRESS 37 — 1) **Re-Quest**, Glenn Isaacson/Liz Baylis, 6.5 points; 2) **Bliss**, Mike Grisham, 9.75. (5 boats)

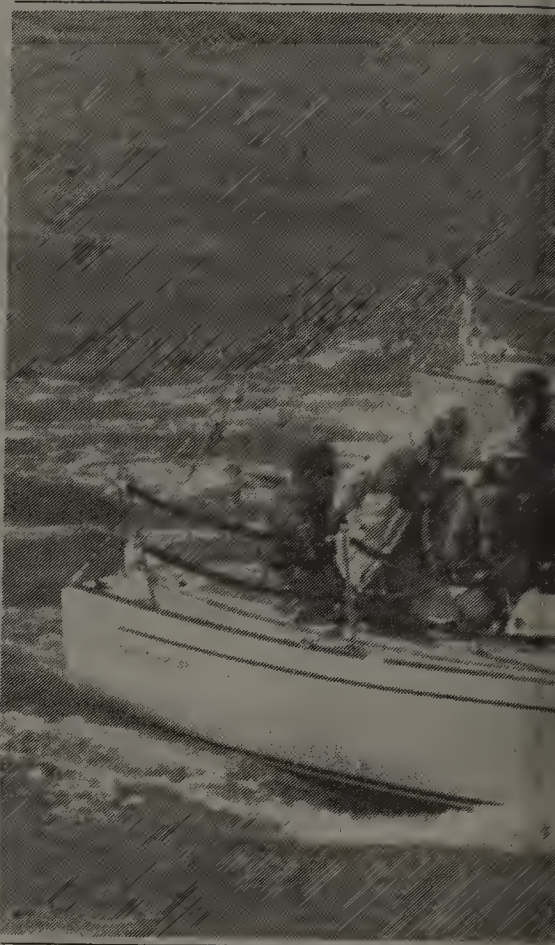
J/35 — 1) **Major Damage**, Chris Perkins & Dave Wilson, Sr. & Jr., 4.25 points; 2) **Jabiru**, Brian Dunn/Bill West, 10.75. (4 boats)

SANTANA 35 — 1) **Swell Dancer**, Jim Graham, 3 points; 2) **Ice Nine**, Brendan Busch, 11. (5 boats)

J/105 — 1) **Limelight**, Harry Blake, 6.5 points; 2) **Charade**, Tom Coates, 9; 3) **Bella Rosa**, Dave Tambellini, 12.75. (8 boats)

OLSON 30 — 1) **Stray Cat**, Pepe Parsons, 11.5 points; 2) **Hoot**, Adam MacFie, 11.75; 3) **Jack's Back**, Jack Easterday, 12; 4) **E-Ticket**, Chuck Allen/Wayne Kipp, 14.75; 5) **Zephyros**, Cal Maritime Academy/Kim Dincel, 16. (12 boats)

J/29 — 1) **Advantage II**, Pat Benedict, 3 points; 2) **Thunderbolt**, Dan Wilshin, 9. (5 boats)



## SPRING DINGHY (March 15-16; 6 races):

I-14 — 1) Gary Gremaux/Chris Hanke, 3.75 points; 2) Keith Stahnke/Mike Jemkowski, 13; 3) Ron Boehm/Pete Mohler, 14; 4) Rand Arnold/Kurt Schmidt, 21; 5) David Klipfel/Tony Basso, 26. (15 boats)

505 — 1) Mike Martin/Howard Hamlin, 6.55 points; 2) Jeff Miller/Bruce Heckman, 7.5; 3) Bruce Edwards/Dave Shelton, 10.75; 4) Steve Smith/Craig Perez, 21. (10 boats)

SNIPER — 1) Jim & Lynn Grubbs, 8.5 points; 2) Bart Hackworth/Aimee Hess, 9.75; 3) Don Bedford/Doug Nugent, 10.25; 4) Shawn Bennett/Debbie Hall, 22. (12 boats)

FINN — 1) Russ Silvestri, 3.75 points; 2) John Callahan, 10. (5 boats)

LASER — 1) Andrew Tuthill, 16 points; 2) Paul Kerner, 17; 3) Andrew Holdsworth, 17.5; 4) Gerry Swinton, 19. (11 boats)

EUROPE — 1) Sharon Alexander, 7.5 points; 2) Nigel Donnelly, 9.5. (6 boats)

## **Brady Bunch Takes Congo Cup**

Last year, at the tender age of 22, an unknown Kiwi named Gavin Brady burst onto the international match racing scene with a dramatic come-from-behind victory over Thierry Peponnet to claim Long Beach YC's annual Congressional Cup. The Annapolis resident was the youngest sailor ever to win the prestigious event, sailed in Catalina 37s. Last month, Brady proved that his performance last year wasn't a fluke: with Dee Smith as tactician, Brady hammered the fleet with 16 wins versus only two losses.





*Congressional Cup racing, or the Spring One Design Regatta? If you can't tell the difference, you need to go sailboat racing more often.*

Dave Perry, the rules expert from Connecticut and the '83-'84 Congo Cup winner, was a distant second with a 13-5 record.

Winning the Congressional Cup for the second year in a row was probably a stellar career move for Brady, who outgunned three America's Cup aspirants in the process: Paul Cayard, Peter Holmberg and Jeff Madrigali (steering for Dawn Riley's *America True* effort). Brady, who sailed with Chris Dickson's A-Cup team in San Diego in 1995, hopes to be drafted by one of the five U.S. A-Cup campaigns this go-around. "That's why I moved here two years ago," he claimed. "I'd have no problem going Down Under and winning the America's Cup back for America."

The only amateur in the light-air regatta, local sailor Rich Matzinger, turned a lot of heads in his Congo Cup debut. Earning his invitation by winning the Ficker Cup — the same route that Brady took last year — Matzinger and tactician Steve Flam fired off five bullets on the last day to end up fourth at 10-8.

1) Gavin Brady, Royal NZ Yacht Squadron, 16-2; 2) Dave Perry, Pequot YC, 13-5; 3) Paul Cayard, StFYC, 11-7; 4) Rich Matzinger, UC Irvine SC, 10-8; 5) Neville Wittey, Royal Sydney Yacht Squadron, 9-9; 6) Peter Holmberg, St. Thomas YC, 9-9; 7) Jeff Madrigali, SFYC, 7-11; 8) Markus Wieser, Deutscher

Touring YC, 6-12; 9) Scott Dickson, LBYC, 6-12; 10) Dave Ullman, Balboa YC, 3-15.

### Cabo Race '97

"It was the best of times, it was the worst of times. . ." Charles Dickens wasn't an ocean racer, but his words adequately des-

cribe the most recent Mexican race to Cabo San Lucas. Parts of the Cabo '97 race could not have been better. There was 30 knots of wind from astern, big following seas, bright sun-filled days and beautiful clear skies at night that were illuminated by spectacular displays of shooting stars, a brilliant moon, and repeated opportunities to view the comet Hale-Bopp in an unparalleled environment.

Unfortunately, that was only half the story. There were also cold, overcast days with only four to six knots of breeze that was right smack on the nose. And there was a curious time limit that made it impossible for half the boats in PHRF B and C to finish the race before the cutoff.

Co-sponsored by the Newport Harbor YC and the Los Angeles YC, this 820-mile pursuit race down the Baja peninsula staggered the starts over a three day period in an effort to compress the finishes. When the first five PHRF C boats started off the LA breakwater on Friday, March 14, there was only five knots of wind from the southeast — directly on the nose. Things didn't improve during the next two days, so the subsequent starters were treated to the same miserable conditions. In fact, not one of the 16 monohulls that started over this three-day period was able to log more than 84 miles down the track during their first 20 hours.

The fleet beat slowly to weather under a full overcast until they were well into Mexican waters. Then the skies cleared, the wind slowly clocked aft, chutes popped and

## FINAL MIDWINTER RACE RESULTS

### Alameda YC Midwinters

SPINNAKER — 1) Popeye & I, Moore 24, Jeff & Phyllis Brousseau, 12.5 points; 2) Mirage, Black Soo, Ben Mewes, 13; 3) Lelo Too, Tartan Ten, Emile Carles, 14. (10 boats)

NON-SPINNAKER — 1) Solidare, Ariel, Jerry Brown, 9.25 points; 2) Spridle, Catalina 22, Mike Faber, 9.5. (6 boats)

COLUMBIA 5.5 — 1) Drummer, Alan Weaver & Warren Sankey, 8.25 points; 2) Chaos, Jim Warfield, 13.75; 3) Demi Onze, Dave Vickland, 17.75. (7 boats)

(5 races; 0 throwouts)

### BYC/MYCO Midwinters

#### SATURDAY SERIES

DIV. A (PHRF < 117) — 1) Absolute 88, Wylie 87, Keith MacBeth, 5.5 points; 2) Bodacious, Farr 40, John Clauser, 6.5; 3) Advantage II, J/29, Pat Benedict, 14. (8 boats)

DIV. B (120-150) — 1) Blue Max, Dehler 34, Jim & Diana Freeland, 9.5 points; 2) Take Off, Laser 28, The Byrnes, 9.75; 3) Mintaka, C&C 36, Gerry Brown, 10. (6 boats)

DIV. C (153-168) — 1) El Gavilan, Hawkfarm, Nicholas Nash, 8.75; 2) No Big Thing, Wavelength 24, Charlie Hess, 11.5; 3) Twilight Zone, Merit 25, Paul Kamen, 14; 4) Chesapeake, Merit 25, Jim Fair, 18.75; 5) Roadhouse Blues, Hawkfarm, Torben Bentsen, 21. (13 boats)

DIV. D (171-204) — 1) Latin Lass, Catalina 27, Bill Chapman, 6.5 points; 2) White Satin, Catalina 27, Laraine McKinnon, 10.75; 3) Sukey II, Kiwi 24, Tom Gardner, 13. (9 boats)

DIV. E (207-up) — 1) Chaos, Ranger 23, Tim Stapleton, 10.75 points; 2) (tie) Jubilee, Ariel, Don Morrison, and Slippery When Wet, San Juan 24, Eric Wilbur, 11.75. (7 boats)

OLSON 30 — 1) Jack's Back, Jack Easterday, 8.5 points; 2) Stray Cat, Rebecca Dymond, 13.75; 3) Run Wild!, Albert Holt, 14.75; 4) Saint Anne, Dick Heckman, 18; 5) Zephyros, Cal Maritime Academy, 23; 6) (tie) E Ticket, Chuck Allan, and Corsair, Don Newman, 34; 8) Hoot, Adam Macfie, 37; 9) Lurker, Paul Martson, 43. (18 boats)

MELGES 24 — 1) Sea Monster, John Oldham, 8.5 points; 2) Sabotage, Jeff Thorpe, 9.5; 3) Mary Don't Surf, Mark Eastham/Hans Williams, 16. (9



# THE RACING

the sleigh ride began. By the time the fleet was abeam of Cedros Island, most of the ugliness of the first couple of days had been forgotten.

A number of boats logged back-to-back days of 200+ miles, but the heavy air took its toll on spinnakers and mainsails. "BOAT stands for 'Break Out Another Thousand'," figured Bob Hanel, whose *Double Bullet* thrashed most of its sail inventory. The most dramatic carnage, however, took place in full view of the finish line at Cabo's Solmar Hotel. Bruce Tabor's Davidson 50 *Jumpin' Jack Flash* was engaged in a tacking duel with Kirk Wilson's SC 50 *Bay Wolf*. Both boats rate 0 in PHRF and the winner of that duel was destined to win both Class A and PHRF overall.

Sailing in 20 knots of wind, Tabor's crew ground down *Bay Wolf* from behind and passed them less than two miles from the finish. And then it happened. As *Bay Wolf* ducked *Flash* on a port-starboard crossing, Tabor's tired main finally exploded. It was a leech-to-luff horizontal tear — the mainsail was gone. Tabor's crew tried to replace the main with the #4 genoa, but couldn't make it work in the limited distance that remained. *Flash* finished the race with only their #3 genoa flying, six minutes behind the overall winner.

PHRF A was certainly the most competitive class in the race. "We saw all five boats in our class every day of the race," said Harvey Kilpatrick, who skippered the SC 50 *Allure*. A last minute business commitment

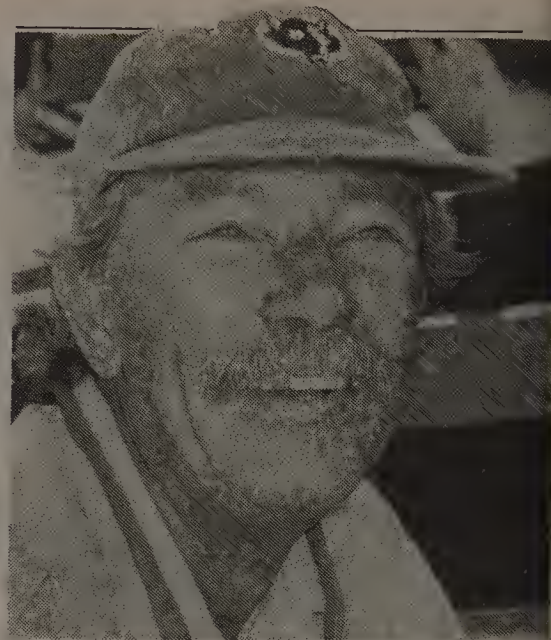
forced *Allure's* owner, Chuck Jacobson, to stay home. Rather than disappoint his crew, he handed over the keys to Kilpatrick. "Chuck certainly deserves a sportsmanship award," Kilpatrick proclaimed gratefully.

Sy Kleinman was similarly generous with *Swiftsure II*. Just before the race, Kleinman came down with viral pneumonia. His seabag was packed, but his doctor said 'no'. "This was the first race I've missed in 18 years," said a disappointed Kleinman, who recovered sufficiently to fly down to Cabo to greet his crew. "It turned out that scotch worked better than antibiotics," he laughed.

With only 150 miles to go, all five boats in Class A had a shot at line honors. The boats were lined up perpendicularly off Cabo San Lazaro with only four miles separating the front runners from the back of the class. Chris Corlett and Norman Davant on *Swiftsure II* decided to cut the corner close in an effort to save some distance. "We had to take a gamble," Davant explained. "Both *Jumpin' Jack Flash* and *Bay Wolf* could sail boat-for-boat with us downwind, but we owed them five and a half hours for the race."

*Swiftsure II* got lucky and slipped through the 'too soon lagoon' off Magdalena Bay without difficulty. And they got lucky again when the 150-mile sprint to the finish was not downwind — it was a beat all the way. *Swiftsure* opened up two hours, but that was still only good enough for fourth place.

The fact that *Bay Wolf* even sailed in this race was a logistical marvel. Wilson raced the boat to Puerto Vallarta in late January.



Masochistic Mexican racer Kirk Wilson was barely back from the PV Race before winning the Cabo Race overall with 'Bay Wolf'.

"After a hurried delivery back from PV, we barely had time to reprovision before heading South again," he acknowledged.

Linda Elias and Camille Daniels joined the *Bay Wolf* crew for this race. These two will head the all-women's team who are chartering the boat for the TransPac this summer. "This was a marvelous opportunity for us," Daniels said. "Kirk's crew is really great. We learned a lot about the boat from them."

Harry Hixson's shiny new Swan 48 *Barcarolle* led the fleet standings most of the way down the Baja peninsula. It was Hixson's first race, but he'd put together an

## FINAL MIDWINTER RACE RESULTS

boats)

EXPRESS 27 — 1) *Curses*, Tim Descamps/Dave Starck, 11.25 points; 2) *Mad House*, Mike DeVries, 17; 3) *Baffett*, Tom Baffico/Forest Baskett, 22; 4) *Frog In French*, Kame Richards, 25; 5) *Abigail Morgan*, Ron Keli, 38; 6) *Motorcycle Irene*, Will Paxton, 40; 7) *New Moon*, Carl Schumacher/John Franklin, 44; 8) *Sonita*, Craig Page/A. Kniel, 44.75; 9) *Mirage*, Terry Cobb, 45; 10) *Friday*, John Liebenberg, 46; 11) *Flying Circus*, Gene Ryley/Dave Hodges, 53. (31 boats)

MOORE 24 — 1) *Hurricane*, Adam Sadeg, 13 points; 2) *Kangaroo Court*, Dave Easter, 13.75; 3) *Hot Rod Lincoln*, Charles Witcher, 14.75. (10 boats)

OLSON 25 — 1) (tie) *Honey's Money*, Jay Alken, and *Barking Dog*, Jeffrey Kroeber, 6.5 points; 3) *Osprey*, Wrenmore/Copper, 18. (6 boats)

J/24 — 1) *Wonder Woman*, T. Kennelly/P. Dines, 15.75 points; 2) *The Prancer*, Scott Sellers, 18.75; 3) *Oops!*, Vicki Sodaro, 27; 4) *Casual Contact*, Don Oliver, 27.75; 5) *Ugh!*, Brian & Pamela Pace, 34; 6) *Frog Lips*, R. Stockdale/J. Luca, 39; 7) (tie) *Jam Jam*, Neal Ruxton, and *Cujo*, Elizabeth Winter-

bottom, 41; 9) *Da Treader*, Bob Bailey, 43; 10) *Crackerjack*, Steve Highbarger, 45. (21 boats)

NEWPORT 30 — 1) *Top Gallant*, Frank Hinman, 7.25 points; 2) *Zarpa*, George Gurrola, 14; 3) *Hot Chocolate*, Donald Oliver, 14.75. (8 boats)  
(4 races; 0 throwouts)

### SUNDAY SERIES

DIV. I (PHRF < 141) — 1) *Sea Monster*, Melges 24, John Oldham, 4.25 points; 2) *Ixxie*, Olson 911-S, Ed Durbin, 10.75; 3) *Smokin'*, Melges 24, Kevin Clark, 12. (9 boats)

DIV. II (144-168) — 1) *El Gavilan*, Hawkfarm, Nicholas Nash, 7.5 points; 2) *Free Flight*, Moore 24, Pat Mitchell, 10.5; 3) *Twilight Zone*, Merit 25, Paul Kamen, 15; 4) *Barking Dog*, Olson 25, Jeffrey Kroeber, 17; 5) *Chesapeake*, Merit 25, Jim Fair, 18. (11 boats)

DIV. III (171-up) — 1) *Talisman*, J/22, Gary Albright, 13.75 points; 2) *Alliance*, Cal 2-27, Whit Conley/Mark Foster, 14; 3) *Latin Lass*, Catalina 27, Bill Chapman, 15; 4) *White Satin*, Catalina 27, Steve Rienhart, 17.75; 5) *Temptation*, Cal 2-27, Rollye Wiskerson, 19. (13 boats)

OLSON 30 — 1) *Jack's Back*, Jack Easterday, 9.75 points; 2) *Zephyros*, Cal Maritime Academy, 12.5; 3) *Speedy Gonzales*, David Carrel, 16; 4) *Stray Cat*, Rebecca Dymond, 17.75. (11 boats)

WABBIT — 1) *Mr. McGregor*, Kim Desenberg, 4.25 points; 2) *Tulawemia*, Mark Harpalmier, 7.75. (5 boats)

EXPRESS 27 — 1) *Bobs*, Mike Hearn, 14 points; 2) *Friday*, John Liebenberg, 15.5; 3) *Mad House*, Gary Sadamori, 17; 4) *Motorcycle Irene*, Will Paxton, 19; 5) *Dianne*, S. Hodges, 20.75. (11 boats)  
(4 races; 0 throwouts)

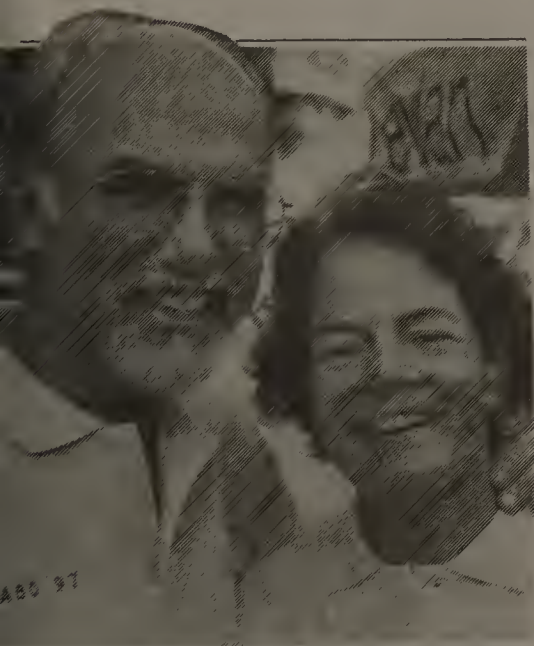
### Corinthian Midwinters

PHRF I (0-84) — 1) *Azzura*, Azzura 310, Arne Jonsson/Sven Svendsen, 10.75 points; 3) *Lime Light*, J/105, Harry Blake, 12; 3) *China Cloud*, J/40, Leigh Brite, 13.75; 4) *TBA*, Antrim 27, Kame Richards, 14.5. (12 boats)

J1-METRE — 1) *Blue Dog*, Ed Sport/Tim Wells, 6.75 points; 2) *Pier 23 Cafe*, Hogan Beatie, 9.75. (5 boats)

PHRF II (85-120) — 1) *Mischief*, Sovereign 33, Bill Moore, 5.5 points; 2) *Ozone*, Olson 34, The Bauers,





**Tough break:** Bruce and Toby Tabor came in a close second with 'JJ Flash'. After the race, they took off for a one-month cruise in their boat.

experienced crew led by sailmaker Robin Sodaro and Swan dealer George Steine-mann. When the wind built into the 30+ range, the *Barcarolle* crew abandoned their comfortable rotational watch system and designated four crew members to do the steering. "We kept two drivers on deck at all times in the heavy going, and no one steered for more than 30 minutes," Sodaro explained. "We had a great night, and the boat was really trucking. However, furniture showrooms don't surf very well, and in one day the A boats gained 70 miles on us." *Barcarolle* won Class C by more than 12 hours, and finished fifth in the overall



**Adventurer Steve Fossett and his 'Stars & Stripes' gang were first to finish despite snapping off one of their two rudders.**

ALL PHOTOS LEW TOMICK

standings.

Bill Allen's victory in PHRF B with the SC 40 *Apparition* proved once again that persistence pays. "I've probably done ten Mexican races, but this is my first trophy," Allen admitted. The victory was also rewarding for Allen's navigator Tom Thornton, who has been sailing offshore with Allen since the 1964 Mazatlan Race.

Not everyone, however, was bubbling with enthusiasm. Five boats dropped out of the race — four of which turned on their engines when it was obvious they could not finish before the time limit expired. "The unrealistic time limit for this race is a big

disincentive for little boats," declared Bruce Wallerstein, navigator on the J/120 *Indigo*. "Originally we were told our start would be on Friday. When they changed it to Saturday, we knew there could be a problem. It's hard for a 40-footer to get to Cabo in only six days if there is any light air at all," Wallerstein concluded.

The time limit was never a factor for Steve Fossett's 60-foot catamaran *Stars & Stripes*. Fossett converted Dennis Conner's former America's Cup defender from a day-sailer into an ocean racer with hopes of shattering the Cabo elapsed time record he set in 1995 with *Lakota*, his 60-foot trimaran. "This was a test for the boat," Fossett admitted. "We wanted to see if we could increase its flexibility, to get it ready for sprints of about three days."

Fossett made a number of equipment changes and added a double reef to the mainsail. He also installed a canvas berth in each of the hulls. "Unfortunately, we couldn't keep water from getting into the hulls," observed crewman Peter Hogg, "and the best place to sleep was sitting on the head." The menu on S & S was necessarily pretty basic. Evening meals were limited to military field rations — MREs, or 'meals ready to eat'.

S & S performed well during the passage, but its potential was limited by the big wind and seas. "In the 10-foot swells, we weren't any faster than a standard sled," Fossett said. "I wouldn't be concerned about doing this

## FINAL MIDWINTER RACE RESULTS

13; 3) *Expeditious*, Express 34, Bartz Schneider, 15.75; 4) *Run Wild*, Olson 30, Al Holt, 18.75. (12 boats)

**ETCHELLS** — 1) *Secret Weapon*, Jeff Hager, Spencer Fulwiler, 13 points; 2) *Wild Woman*, Kers Clausen, 15.5 (6 boats)

**EXPRESS 27** — 1) Baffett, Baffico/Baskett, 6 points; 2) *Moonlight*, Jim Gibos, 13.75. (8 boats)

**PHRF 1 (121-149)** — 1) *Blue Max*, Dehler 34, Jim & Diana Freehand, 15.75 points; 2) *Jammin' Too*, Catalina 36, Michael Lamp, 16.75; 3) *Kelika*, Hunter 33.5, Michael Weaver, 20. (9 boats)

**MOORE 24** — 1) *Low Profile*, Doug Fritsch, 11.75 points; 2) *Mercedes*, Joel Verulli, 12.75; 3) *Umpqua*, JP & Peggy Purney, 12.75. (9 boats)

**OLSON 25** — 1) *Vivace*, Jeff MacDougall, 12.5 points; 2) *Alchemy*, Joe Kierman, Sr., 14.75; 3) *Picante*, Chan Hall, 15.75. (9 boats)

**PHRF IV (150-186)** — 1) *Animal Farm*, Wy'ie 28, Hans & Susan Bigal, 8.5 points; 2) *Another White Boat*, J/24, George Peck, 11.75; 3) *No Big Thing*, Valerian 24, Charlie Hess, 11.75. (11 boats)

**KNAPP** — 1) *Huldra*, Jim Crarr, 8.75 points; 2) *Snaps III*, Knud V. proe, 9.5. (7 boats)

**PHRF V (187-up)** — 1) *Amante*, Rhodes 19, Kirk Smith, 10 points; 2) *Tutto Benne*, Ranger 23-T, Mike Warren, 11.75. (8 boats)

**NON-SPINNAKER I (0-180)** — 1) *Smogen III*, Custom 36, Julie Le Vicki, 7.75 points; 2) *Impetus*, San Juan 30, Francis Hevern, 11.5; 3) *Dogman*, Peterson 34, Dave Reed, 19; 4) *Roeboat*, Catalina 30, Rod Decker, 21.75 (16 boats)

**NON-SPINNAKER II (181-up)** — 1) *Tension II*, Cal 20, John Nooteboom, 6.75 points; 2) *Aolele IV*, Cal 20, Julian Barnett, 11.25. (8 boats)

**SHORTHANDED** — 1) *Emerald*, Yankee 30, Peter Jones, 6.75 points; 2) *Fast Lucy*, Nonsuch 36, Mal Jendresen, 12.5; 3) *Roadhouse Blues*, Hawkfarm, Boschma/Bentsen, 12.75. (11 boats)

**MULTIHULL** — 1) *Pegasus*, F-27, Andrew Pitcairn, 7.5 points; 2) *Wingit*, F-27, Ray Wells, 9.75. (8 boats)

**TEAM TROPHY** — 1) *Corinthian Spirit* (*Smogen III*, *Tension II*, *Abigail Morgan*), 9.08 points; 2) *Tiburon One* (*Animal Farm*, *Frenzy*, *Limelight*), 8.9; 3) *The Sauces* (*Dogman*, *Fast Lucy*, *Umpqua*), 8.625; 4) *Mike's Mighty Midgets* (*Freewind*, *Tutto Benne*, *Baffett*), 8.239; 5) *SSS B-Team* (*Harp*,

*Emerald*, *The Wild Thing*), 8.089; 6) *Old Farts* (*Erin*, *Huldra*, *Moonlight*), 8.022; 7) *The Frantics* (*Snaps III*, *Ronstan*, *Azzura*), 7.858; 8) *BARF* (*Patience*, *Pier 23 Cafe*, *Conococheague*), 7.802; 9) *Spur of the Moment* (*Re-Quest*, *Mischief*, *Amante*), 7.77. (15 teams)

**BEST PERFORMANCE** — *Mischief*, *Sovereign* 33, Bill Moore.

(4 races; 0 throwouts)

### Encinal YC Jack Frost Series

**CLASS A (Santana 22)** — 1) *London Calling*, Caroline Ross, 2.25 points; 2) *Yacht Sea*, Joseph Schmidt, 6. (5 boats)

**CLASS B (Columbia Challenger)** — 1) *Run-aground Sue*, James Van Blarig, 3.5 points; 2) *Free Bird*, Liam O'Flaherty, 5.5. (4 boats)

**CLASS C (PHRF > 180)** — 1) *My Toy*, Ranger 26, David Adams, 4.75 points; 2) *Pathfinder*, Ariel, Ed Ekers, 5.75; 3) *Voyager*, Ranger 29, Dan Pruzan, 7. (7 boats)

**CLASS D (198 raters)** — 1) *Lyric*, Thunderbird, Jim Newport, 5.75 points; 2) *White Satin*, Catalina



# THE RACING

race again with *Stars & Stripes*, but I'd be more inclined to take *Lakota*. We'll probably save *Stars & Stripes* for races like Ensenada and the various Mackinacs."

S & S sailed the course in three days and nine hours, some six hours slower than *Lakota's* elapsed time in LBYC's 1995 race to Cabo. Although they owed *Double Bullet* 130 seconds a mile, they were still able to correct out on the big cat by 27 minutes.

Fred Preiss' new 100-foot cold molded *Christine* made its racing debut in the event, and the big sloop more than met the owner's expectations. "The boat is f---ing awesome," Preiss declared emphatically. "At 20 knots of speed you only need two fingers to steer her. She'll sail 10 knots upwind in 14 knots of breeze. Up to about 12 knots of breeze downwind, boat speed is the same as wind speed."

Nothing broke on *Christine* during the race and Preiss expressed only two areas of disappointment. "The inverter is too small to run both the microwave and the trash compactor at the same time," he said with a smile. More importantly, however, Preiss is very upset that the TransPacific YC won't allow him to enter *Christine* in this year's race (it rates too high). "I spent six years building this boat — they should let us go," he said. "It's just not right."

— tom leweck

**Readers** — Leweck just celebrated his 50th Mexican race by navigating *Barcarolle* to a convincing class win. Like a fine wine,

*Leweck seems to be getting better with age: he's been second or better in his last six races on the Cerveza Circuit. Look for a feature article on Tom in an upcoming issue.*

PHRF A — 1) *Bay Wolf*, SC 50, Kirk Wilson; 2) *Jumpin' Jack Flash*, Davidson 50, Bruce Tabor; 3) *Allure*, SC 50, Chuck Jacobson; 4) *Swiftsure II*, Schumacher 54, Sy Kleinman/Chris Corlett; 5) *Two Dog Gone*, SC 52, Angelo Peykoff.

PHRF B — 1) *Apparition*, SC 40, Bill Allen; 2) *Nehushtan*, And. 44, Dan Prigmore. DNF — *Acey Deucy*, J/44, Richard Leute; *Indigo*, J/120, Scott Bimberg; *Starlight Express*, J/130, David McIvor.

PHRF C — 1) *Barcarolle*, Swan 48, Harry Hixson; 2) *Great Scot*, J/35, Al & Tom Garnier; 3) *Good Moves*, C&C 40, Ted Mayes. DNF — *Foggy Notion*,

*Catalina 38*, Tom Kennedy; *Gusto*, Swan 44-1, Pat Noonan.

PHRF SP — 1) *Christine*, 100' custom, Fred Priess.

MULTIHULL — 1) *Stars & Stripes*, 60' cat, Steve Fossett; 2) *Double Bullet*, 75' cat, Bob Hanel.

OVERALL (monohulls) — 1) *Bay Wolf*; 2) *JJ Flash*; 3) *Allure*; 4) *Swiftsure II*; 5) *Barcarolle*. (16 boats)

## San Francisco Cup

St. Francis YC won the 30th edition of the San Francisco Cup on March 22-23, edging out challenger San Francisco YC by a score of 3-2. Sailed in Express 37s using #3 jibs,

LATITUDE/ROB



Lookin' good — the Azzura 310 struts her stuff in the final GGYC midwinter race.

## FINAL MIDWINTER

27, Steve Reinhart, 5.75. (5 boats)

CLASS E (Catalina 34) — 1) *Allegro*, Jack Lambert, 2.25 points; 2) *Orion's Way*, James Kennemore, 8. (5 boats)

CLASS F (156-179) — 1) *Warhawk*, Hawkfarm, Dave Hankel, 3.5 points; 2) *Zarpa*, Newport 30, George Gurrola, 5.75; 3) *Eclipse*, Hawkfarm, Fred Hoffman, 7.75. (7 boats)

CLASS G (Catalina 30) — 1) *Mona Too*, David Halaby, 3.5 points; 2) *Goose*, Michael Moradzadeh, 4.75. (5 boats)

CLASS H (PHRF < 96) — 1) *Dolphin Dance*, SC 50, Dave Sallows, 4.5 points; 2) *Je T'Aime*, J/42, Patrick Nolan, 10; 3) *Bloom County*, Mancebo 30, Carl Ondry, 11. (11 boats)

CLASS I (97-116) — 1) *Swell Dancer*, Santana 35, Jim Graham, 2.25 points; 2) *Wide Load*, Santana 35, Bruce Wilcox, 7; 3) *Cabaret*, Oyster 35, Bill Keith, 9. (8 boats)

CLASS J (sportboats) — 1) *Ultimatum*, J/105, Vince DiLorenzo, 3.5 points. (3 boats)

CLASS K (ULDB/Merit 25) — 1) *'OO'*, Olson 25, Susan Jensen, 3.5 points; 2) *Twilight Zone*, Merit 25, Paul Kamen, 5.75. (5 boats)

CLASS L (117-155) — 1) *Uno*, WylieCat 30, Steve Wanner, 3.5 points; 2) *Echo*, Wylie 34, Michael Sheets, 4.5; 3) *Hot Foot*, Holfoot 20, Tom Forstreute, 9. (11 boats)

(4 races, 1 throwout)

## Golden Gate YC Midwinters

PHRF-I (0-73) — 1) *High Risk*, Smith 43, Jim Mizell/Ted Wilson, 4.25 points; 2) *Jackrabbit*, N/M 39, Dave & Jackie Liggett, 9.75; 3) *Re-Quest*, Express 37, Glenn Isaacson, 18; 4) *Azzura*, Azzura 310, Arne Jonsson/Sven Svendsen, 22; 5) *Zama-zan*, Farr 52, Chuck Weghorn, 30; 6) *Espresso*, Express 37, Steve Saperstein, 32; 7) *Kiri*, J/35, Bob George, 33. (23 boats)

PHRF-II (74-99) — 1) *Yucca*, 8-Meter, Hank

Eason, 6.25 points; 2) *My Rubber Ducky*, Hobie 33, Lee Garami, 8; 3) *Expeditious*, Express 34, Bartz Schneider, 10.75; 4) *Enchante*, Beneteau 42, David Jacoby/Rob Barton, 17. (10 boats)

J/105 — 1) *Limelight*, Harry Blake, 4.25 points; 2) *20/20*, Phil Gardner, 10.75. (6 boats)

PHRF-III (100-152) — 1) *Giggleswick*, Beneteau 38.5, Brian Hall, 8.5 points; 2) *Power Play*, J/29, Gordon Smith, 11; 3) *Hot Flash*, J/30, George Kokalis, 14; 4) *Ixxis*, Olson 911-S, Ed Durbin, 15.75. (10 boats)

PHRF-IV (153-197) — 1) *It's Jazz*, Ranger 33, Ben Mewes/Joanne McFee, 14.75 points; 2) *Whitecap*, IOD, Tom Allen, 20.5; 3) *Hecate*, IOD, Dennis Jermaine, 22; 4) *Undine*, IOD, Adam Wheeler/Chuck Hawley, 22; 5) *Boog-A-Loe*, Cal 29, Nancy

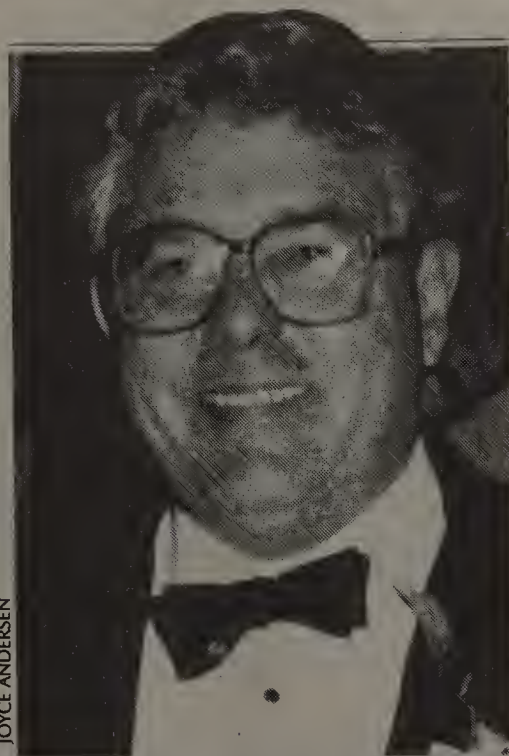


this year's match race series was dubbed the 'Advil Cup': skippers had to be over 50 years old and crews had to be over 40. "The race committee, led by John Sweeney and Sean Svendsen, was younger than the sailors for a change!" noted Steve Taft, who like many of the weekend's participants is a member of both clubs.

The series came down to the fifth and final race, which San Francisco YC threw away on a starting technicality (they entered the box incorrectly at the four minute signal). The Saints, knowing that their opponents had to do a 270°, stayed nearby but out of attacking range. The two boats finished overlapped, but SFYC hadn't done their penalty turn yet, giving the regatta to StFYC.

"It was a really civilized event, with better camaraderie than in years past," claimed winning skipper Don Trask. "There was one unfortunate incident concerning an inappropriate postponement, and a few of the players got pretty banged up. But aside from that, I thought it was a great weekend!"

Crewing for Trask on the *Frequent Flyer* were owner Ted Hall (replaced by Steve Taft after he punctured his leg), Billy Brandt, Stuart Felker, Doug Holm, Dick Horn, Don Kohlmann, Ken Moore, Gary Sadamori and Ted Wilson. Runner-up *Re-Quest* was sailed by owner/driver Glenn Isaacson, Carlos Bad-dell, Jim Davies, Ted Gazulis, Mike Green, Don Jesberg, Tad Lacey, Tim Parsons (re-



JOYCE ANDERSEN

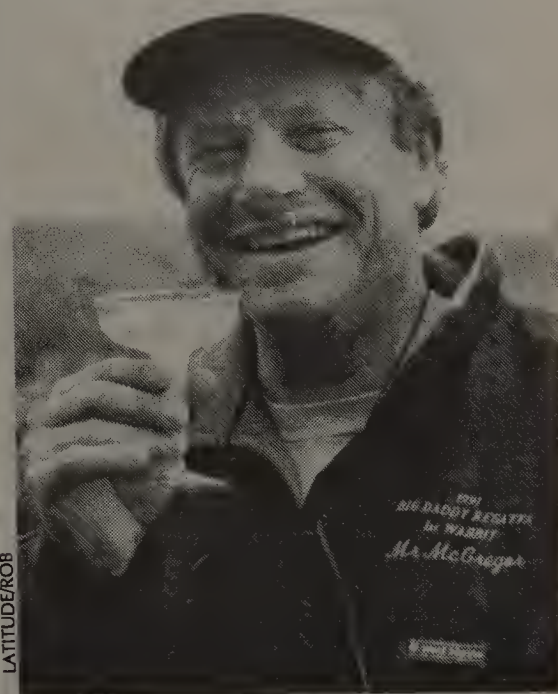
**Dress for success:** StFYC staff commodore Terry Anderlini sailed his Knarr 'Benino' to overall victory in GGYC's Seaweed Soup Bowl.

placed by Bill Barton after blowing out his back), David Walker and Jeff Wayne.

StFYC now leads the series 22-8. Rumors that next year's series will be for grand masters (skippers over 60, crew over 50) are circulating, but appear to be unfounded.

### Box Scores

So many races, so little time. . . Winter is over and the racing pace is quickening —



LATITUDE/ROB

**Bottoms up!** Kim Desenberg crushed all comers with his Wylie Wabbit 'Mr. McGregor' in the BYC/MYCO Champion of Champions.

hence we're resorting to 'box scores' again.

### BYC/MYCO CHAMP OF CHAMPS (3/3; 8.8 miles):

RED — 1) Mr. McGregor, Wabbit, Kim Desenberg; 2) Bobs, Express 27, Mike Hearn; 3) El Gavilan, Hawkfarm, Nick Nash; 4) Blue Max, Dehler 34, Jim & Diana Freeland. (8 boats)

## RACE RESULTS

Rogers, 27. (19 boats)

KNARR — 1) Benino, Terry Anderlini, 3 points; 2) Shadow, Steve Wegner, 10. (6 boats)

PHRF-V (198-up) — 1) Thea, Folkboat, Tom Reed, 7.5 points; 2) Jambalaya, Ranger 26, Ruben Becker, 11.5; 3) Freja, Folkboat, Ed Welch, 12. (9 boats)

BEAR — 1) Chance, Glenn Treser, 4.25 points; 2) Sugarfoot, Marty Zwick, 11; 3) Little Dipper, Joe Bambara, 12.75. (9 boats)

OVERALL (Seaweed Soup Trophy) — 1) Benino, 3 points; 2) High Risk, 4.25; 3) Chance, 4.25. (92 boats)

(5 races; 1 throwout)

### Lake Merritt Sailing Club

#### Edna Robinson Memorial Midwinters

EL TORO, SR. — 1) Bob Hrubes, 2) Dave Vickland, 3) Tom Burden. (24 boats)

EL TORO, JR. — 1) Duncan Gilliam, 2) Brad Nieuwstad, 3) Jim Olier. (19 boats)

SLOOPS — 1) Barbara Oulet, JY 15. (9 boats)

CATBOATS — 1) Jim Kearney, Holder 12. (5 boats)  
(4 days of racing)

### Oakland YC Brunch Series

FLEET A (0-167, spinnaker) — 1) Insufferable, N/M 30, Peter Rookard, 5 points; 2) Jabiru, J/35, Brian Dunn/Bill West, 8.5; 3) Legacy, Gemini, John Melder, 9.75; 4) Wave Runner, Tartan Ten, Glen Krawiec, 19. (12 boats)

FLEET B (Columbia 5.5) — 1) Drummer, Alan Weaver/Warren Sankey, 6 points; 2) Chaos, Jim Warfield, 13.75; 3) Maverik, Michael Keller, 18.75. (8 boats)

FLEET C (167-up, spinnaker) — 1) Shenanigans, Merit 25, Cindy Surdez, 7 points; 2) Lelo Too, Tartan 30, Emile Carles, 17.75; 3) (tie) Snow Goose, Santana 30, Ted Mattson, and Usual Suspects, Merit 25, Steve Zevanove, 18; 5) Zarpa, Newport 30, George Gurrola, 20.75. (14 boats)

FLEET D (non-spinnaker) — 1) Endeavor III, Cal 29, Ruth Summers, 13.75 points; 2) Spridle, Catalina 22, Mike Faber, 15.5; 3) Mischief, Islander 36, Kathryn Munn, 18. (10 boats)

(7 races; 2 throwouts)

### Santa Cruz YC Midwinters

DIV. I — 1) Octavia, SC 50, Stewart Kett, 7

points; 2) Tacos Pescados, Olson 30, Boston/McTigue, 18; 3) Special Edition, Wilderness 30, Eric Sultan, 18.5; 4) Animal House, Olson 30, Matt Lezin, 43.75; 5) Rahalei Express, SC 27, Sturgeon/Schuyler, 44; 6) Capitol Affair, Olson 30, Michael Raabe, 50; 7) Nobody's Girl, Moore 24, Syd Moore, 57; 8) Great Pumpkin, Moore 24, Jim Maloney, 68; 9) Marley, SC 27, David Emerson, 71; 10) Bruzer, Moore 24, Gary Tracey, 75. (24 boats)

DIV. II (doublehanded) — 1) Nighthawk, Hawkfarm, John Siegel, 11.5. (2 boats)

(7 races; 1 throwout)

### Sausalito YC Midwinters

DIV. I (spinnaker < 150) — 1) Power Play, J/29, Gordon Smith, 6.75 points; 2) Maybe, J/29, Todd Hedlin, 11.5; 3) Razzberries, Olson 34, Bruce & Lina Nesbit, 13. (9 boats)

DIV. II (spinnaker > 150) — 1) Hippo, Smith 24, Team Wommack, 10.5 points; 2) Chorus, Kettenburg 38, Peter English, 12; 3) Perezoso, Excalibur 26, Davis/Nehms/Sargent, 13.75; 4) Dulcinea, Coronado 27, John Slivka, 14. (12 boats)

DIV. III (non-spinnaker < 180) — 1) Bacarat,



# THE RACING

BLUE — 1) **Bodacious**, Farr 40, John Clauser. (3 boats)

WHITE — 1) **Advantage II**, J/29, Pat Benedict. (2 boats)

## OYRA SHORTHANDED (GGYC; 3/3; 18.2 miles):

PHRO I (lite) — 1) **Stop Making Sense**, Soverel 33, Dean Briggs; 2) **Azzura**, Azzura 310, Bruce Schwab. (3 boats)

PHRO II (heavy) — 1) **Saltshaker**, Contessa 39, Steven Hanson; 2) **Gray Eagle**, Valiant 40, Bill Stephens. (3 boats)

MORA I (lite) — 1) **Jaded Lover**, Express 27, Richard Bryant.

MORA II (heavy) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Tutto Benne**, Ranger 23-T, Mike Warren; 3) **Eyrle**, H'farm, Condyl/Seaberg. (6 boats)

SHS — 1) **Low Profile**, Moore 24, Doug Frollch/John Donovan; 2) **Carlene**, WylieCat 30, Fred Soltero; 3) **Lipstick**, Express 27, David Bennett; 4) **Blue Max**, Dehler 34, The Freelands. (9 boats)

## PERRY CUP OVERALL RESULTS (MPYC):

1) Tracy Usher/Erica Mattson, 9.25 points; 2) Dave West/John Daisyking, 17.75; 3) Pax Davis/Richard Hubbert, 21; 4) Pat & Brendan Bradley, 22.5; 5) Jack McAleer/Gualier & Ramsey, 32. (13 boats)

(8 races for Mercuries; 2 throwouts)

## KURT ZANE (Catalina Fleet #1; March 8 and 24):

CATALINA 30 — 1) **Trey Shady**, John Jacobs, 5.75 points; 2) **Mona Too**, David Halaby, 8.75; 3) **Friday's Eagle**, Mark Hecht, 11.75; 4) **Goose**, Mike Moradzadeh, 12. (10 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis,

LATITUDE/ROB



"A Moore 24 in the TransPac?" groused Hiram Gunn. "What is this, an April Fool's joke?"

6.5 points; 2) **Starfire**, Bob Engelhart, 6.75. (4 boats)

(3 non-spinnaker races; 0 throwouts)

## SOUTH BAY YRA MIDWINTERS OVERALL:

DIV. I — 1) **Thunderbolt**, J/29, Dan Wilshin, 3.5 points; 2) **Hardtack**, J/24, Charles Allen, 6.75; 3) **Coyote**, Wylie 34 mod., Nick Kluznick, 8. (9 boats)

DIV. II — 1) **Chablis IV**, Cal 25 Mk. II, Dave Few, 2.25 points; 2) **Sagitta**, Islander 28, Walt George, 5.75; 3) **Dancer**, Cal 9.2, Mike Dixon, 7. (8 boats)

DIV. III — 1) **Summertime**, International Folkboat, Luther Ismarian, 2.25 points; 2) **Toucan**, Freedom 25, Rick Bleilat, 6. (5 boats)

(5 races; 2 throwouts)

## rites of spring (IYC; March 22; 13.7 miles):

FLEET I (Doublehanded, 0-149) — 1) **Smokin'**, Melges 24, Kevin Clarke; 2) **Legacy**, Gemini, The Melders; 3) **Hareball**, Wabbit, Jim Malloy. (9 boats)

FLEET II (Doublehanded, Moore 24) — 1) **Topper**, Rich Korman; 2) **Hurricane**, Adam Sedag. (4 boats)

FLEET III (Doublehanded, 150-up) — 1) **Shazaml**, Santana 22, Bud Sandkulla; 2) **Lyrle**, Thunderbird, Jim Newport; 3) **Seabird**, Thunderbird, Vernon Wallace; 4) **Double Agent**, Merit 25, Robln Oliver; 5) **Too Cool**, Capri 22, Bill Dalton. (17 boats)

FLEET IV (Doublehanded, non-spinnaker) — 1) **Island Time**, Islander 28, Chris Bell; 2) **Tunnel Vision**, Catalina 27, Mitch Fredericks; 3) **Phearless**, Ericson 30+, Allan Cooper. (9 boats)

FLEET V (Singlehanded) — 1) **Alchemy**, Olson 25, Dr. Joe Kitterman; 2) **Williwaw**, Cal 9.2, Rui Luis. (7 boats)

## **Race Notes**

Reality check: PACT 2000, the New York YC's America's Cup Challenge, just bought Chris Dickson's Farr-designed '95 A-Cup contender **Tag Heuer**. The syndicate, which already owns *Young America*, expects to begin a two-boat training and testing program in May off Newport, RI. "This is a major step forward for us," claimed head honcho John Marshall. "No other team in the world except the Kiwis has two boats." With Bruce Farr locked up as their principal designer and Ed Baird and crew already practicing, it's obvious that **PACT 2000** currently has the upper hand among the four paid U.S. challengers.

Sale boats of the month: **Boojum**, Express 27 hull #1, has been sold to Bill Perrin, a former Bay Area Hawkfarm sailor who now resides in England. . . Rumor has it that **Bill Buchan**, the '84 Star gold medalist from Seattle, just bought the relatively new N/M ILC 46 **China Cloud** from the Great Lakes. One of Bill's main competitors up there will be his brother John, who bought the Andrews 53 *Persuasion* last year. . . Dennis Robbins just sold his Frers 41

## FINAL MIDWINTER RACE RESULTS

Peterson 34, Dave Reed, 5.25 points; 2) **Roeboat**, Catalina 30, Rod Decker, 10.75; 3) **Picaron**, Santana 35, Melin/Hodgson, 13. (10 boats)

DIV. IV (non-spinnaker > 180) — 1) **P-Trap**, Cal 20, Gerry Gorski, 5.5 points; 2) **Inshallah**, Santana 22, Shirley Bates, 9.6; 3) **Suncatcher**, Nonsuch 22, Sandra Bushmaker, 11.75. (8 boats)

(5 races; 1 throwout)

### **Richmond YC Dinghy Midwinters**

EL TORO, SR. — 1) Will Paxton; 2) Gordy Nash; 3) Tom Burden; 4) Hank Jotz; 5) Fred Paxton; 6) Bob Hrubes; 7) Chris Nash; 8) John Amen. (31 boats)

EL TORO, JR. — 1) Sarah Blad; 2) Brad Nieuwstad; 3) Rob Home; 4) Chris Willmore. (20 boats)

INTERNATIONAL CANOE — 1) Erich Chase; 2) Gary Boell. (6 boats)

LASER — 1) Chuck Asper; 2) Peter Phelan; 3) Andrew Holdsworth; 4) Gerry Swinton; 5) Sharon Denning; 6) Shana Rosenfeld; 7) Bill Wahlander; 8) Matija Bozicevich; 9) Jonathan Howell. (50 boats)

SUNFISH — 1) Bob Cronin; 2) George Wilson; 3) Byron Jonk. (8 boats)

BYTE — 1) Dee Harriman; 2) Tony Johnson; 3)

Michele Logan; 4) Judy Yamaguchi. (8 boats)

LIDO 14 — 1) Joe Doering; 2) Doug Hamilton; 3) Joe Davis. (6 boats)

JY-15 — 1) Ken Wilson; 2) J. Gillespie. (5 boats)

SNIPER — 1) David Odell; 2) Chas Heimler; 3) Shawn Bennett; 4) Doug Howson. (15 boats)

LASER II — 1) Rufus Sjoberg; 2) Simon Bell; 3) Chad Freitas; 4) Ari Rettinger. (14 boats)

505 — 1) Collins/Richards; 2) Miral/Watters; 3) Miller/Hackman. (10 boats)

INTERNATIONAL 14 — 1) David Klipfel; 2) Gary Gremaux; 3) Kurt Schmidt. (15 boats)

49'ER — 1) Jim Wondollock; 2) George Pedrick; 3) Jim Maloney. (7 boats)

THISTLE — 1) Craig Lee; 2) Eric Stoetting; 3) Stephan Dolan. (9 boats)

DAYSAILER — 1) Dave Misunas; 2) Vince Lyddane; 3) Scott Carpenter. (7 boats)

HOLDER 20 — 1) Willis Kroepelin; 2) David Albright. (6 boats)

CAL 20 — 1) Hester Burn-Callender; 2) Howard Martin; 3) Mike Schaumburg. (10 boats)

WYLIE WABBIT — 1) Mark Harpaiter; 2) Colin Moore; 3) Richard Jarrait. (7 boats)



## 1997 TransPac Early Entries

<u>Yacht</u>	<u>Design</u>	<u>Owner/Skipper</u>	<u>Class</u>	<u>Yacht Club</u>
<b>DIVISION I</b>				
<i>Vicki</i>	Andrews 70+	Al & Vicki Schultz	Maxi	Hawaii
<i>Luna Barba</i>	SC 70+	Tony Sessions	Maxi	Royal Vancouver
<i>Zephyrus</i>	R/P Maxi	McNeill/Parrish	Maxi	San Diego
<i>Merlin</i>	Lee 66+	Skip Steveley	Maxi	New York
<i>Pyewacket</i>	SC 70+	Roy Disney	Maxi	Los Angeles
<b>DIVISION II</b>				
<i>Kathmandu</i>	SC 70	Joe Jaconi	ULDB 70	Los Angeles
<i>Mirage</i>	SC 70	Jim Ryley	ULDB 70	St. Francis
<i>Cheval 88</i>	N/M 68	Steve Popovich	ULDB 70	Cabrillo Beach
<b>DIVISION III</b>				
<i>Seven Seas III</i>	MacGregor 65	Karl Schopp	PHRF	Huntington Harbor
<i>Medicine Man</i>	Andrews 56	Bob Lane	50s	Long Beach
<i>Cantata</i>	Andrews 53	Ron Kuntz	50s	Oceanside
<i>Persuasion</i>	Andrews 53	Steve Travis	50s	Seattle Corinthian
<i>Bay Wolf</i>	SC 50	Women's Sail Team	PHRF	Long Beach
<b>DIVISION IV</b>				
<i>Accey Deucey</i>	J/44	Richard Leute	PHRF	Encinal
<i>Legs</i>	Moore 24+	Lester Robertson	PHRF (DH)	Tahoe Windjammers
<i>Silvergirl</i>	Frers 38	Chris Stumpf	PHRF	Ketchikan
<i>Kismet</i>	Cal 40	Pat Carey	PHRF	Kirkland
<b>CRUISING</b>				
<i>Seaz the Moment</i>	Hylas 47	Edward Soellner	Cruising	Sausalito Cruising
<i>Endeavor III</i>	C&C 40	Eleanor Clitheroe	Cruising	Royal Canadian
<i>Salsipuedes</i>	Tayana 52	Frederick Frye	Cruising	San Diego
<i>Inquisitor</i>	Nordic 37	John Black	Cruising	American Legion
<i>Esprit</i>	Peterson 46	Robert Pace	Cruising	Anacapa
<i>Surprise</i>	Catalina 36	Richard Sherlock	Cruising	Oceanside
<b>MULTIHULLS</b>				
<i>Lakota</i>	Jeanneau 60	Steve Fossett	Multihull	San Diego
<i>Double Bullet</i>	Custom 75	Robert Hanel	Multihull	Cabrillo Beach

**Miramar** to Jeff Brucia, who will keep the boat in Paradise Cay. Robbins is in the market for "something with teak decks."

Cerveza circuit: The schedule for Long Beach YC's biennial November **Mazatlan Race** has been published, and we were surprised to see that the event has reinvented itself strictly as a 'cruising rally' instead of a 'real' race. Autopilots and powering will be allowed in all classes of the ambitious five-legged event, which begins from Long Beach on October 30, two days after *Latitude 38's* annual Baja Ha-Ha departs from San Diego.

The program for the LBYC rally is as follows: Oct. 30, Long Beach to San Diego; Nov. 1, San Diego to Turtle Bay; Nov. 5, Turtle Bay to Mag Bay; Nov. 8, Mag Bay to Cabo; Nov. 11, Cabo to Mazatlan. While it sounds like fun, it probably won't attract too many racing types, if only because of the 2½ week time commitment. "We thought it would be fun to try something different," said LBYC spokesman Phil Murray. "If this flops, we'll go back to a 'real' race format in the future."

Lonely guys: Two West Coast solo sailors have announced their intentions to sail in the '98-'99 **Around Alone Race**, the global circumnavigation formerly known as the BOC Challenge. San Diego YC member Brad van Liew, age 29, is throwing his hat in the ring for the second time (his previous effort, in 1990, fizzled without a sponsor). Van Liew has named his campaign "California Challenge" and has selected Rodger Martin, the Rhode Island designer responsible for *Coyote*, to create a low-freeboard ULDB 50-footer. Apparently the only hurdle left is the small matter of finding a sponsor willing to shell out \$2 million.

Meanwhile, **Bill Kelley**, a 49-year-old disabled Viet Nam veteran from Gaston, Oregon, also plans on entering the grueling marathon. Kelley is way ahead of van Liew simply because he already has a boat — the class-winning BOC 50 **True Blue**, which he recently bought from David Adams. Kelley will campaign *True Blue* on the West Coast this summer, fervently hoping the exposure will attract a sponsor. "All I need is the equivalent to a few seconds of Super Bowl advertising and I can put together a strong campaign," figured Kelley.

TransPac countdown: As of March 18, there are 25 paid entries signed up for the **39th TransPac** (see box). Notable entries include the venerable *Merlin*, which we hear is being fitted with a Phil Kaiko-designed canting keel; the all-women team led by Linda Elias and Betty Sherman on the SC 50 *Bay Wolf*; and the tiniest entry ever — Lester Robertson's doublehanded Moore 24 *Legs*, which is adding sail area to get its rating down to the upper PHRF limit of 140.

Organizers expect at least 20 more entries, possibly including an **HIV+ team**, to sign up before the May 16 cut-off date. Conspicuously absent at the moment are *Cheval*, *Victoria*, Doug Baker's new *Magnitude*, *Ragtime*, a half dozen ULDB 70s and 50-footers, and the all-women Bay Area team on the Newland 368 **Pegasus XIV**. The latter team, headed by Linda Newland, is currently seeking \$50,000 in sponsorship money in order to make the race a reality.

New stuff: PICYA recently announced a new division in its annual **Lipton Regatta**, scheduled for July 12-13 on the Cityfront. In addition to the existing Big Lipton (PHRF 48-84), Larry Knight (114-150) and Little Lipton (162-198), there will now be a class for boats rating between 202 and 238. The new division, which will undoubtedly attract a lot of Santana 22s, will race for the **Commodore Perpetual Trophy**. . . The inaugural **UK Race Week** has been firmed up for July 30 through August 3. An 80-boat limit has been established for this high-octane five-race series, which host Encinal YC has patterned after Bruce Golison's successful Trimble North Race Week down in Long Beach. There will be parties, seminars, and tune-up races in addition to the main event, which occurs over the weekend. "The idea is to sail in the Second Season Opener and then leave your boat at Marina Village, for free, until our event next weekend," stated regatta chairman Mike Rettie.

Apocalypse north: The **Blakely Rock**

**Race**, held March 1 on Puget Sound, was one to remember: rain, 30 to 40-knot winds and hail pummelled the fleet. Four rigs fell down — the victims were the N/M 68 **Coruba** (ex-Gekko VIII, ex-Marishiten), an Olson 30 (ex-Kabala), a Soverel 33, and an F-27. Three booms snapped (two SC 50s and the Andrews 54 *Persuasion*), one rudder broke (a Humbolt 30) and a whole bunch of sails were shredded. Another N/M 68, *Blue Ruby* (ex-Swiftsure), withdrew after inverting their rig, possibly terminally. Who says it never blows up in Seattle?

Painful news: Young **Brandon Paine**, an occasional *Latitude* contributor, has landed a real job doing something with websites. "We're the producers of the official Whitbread Race site, which is up and running now," he informed us. "We'll be updating it daily when the race gets underway in September. Check us out at [www.whitbread.org](http://www.whitbread.org)." According to the site, organizers currently expect 15 boats to start the race. Frontrunners will include Chris Dickson/Dennis Conner (*Toshiba*), Grant Dalton (*Merit Cup*), Lawrie Smith (*Silk Cut*), Gunnar Krantz/Roger Nilson (*Swedish Match*) and Paul Cayard (*Team EF*).

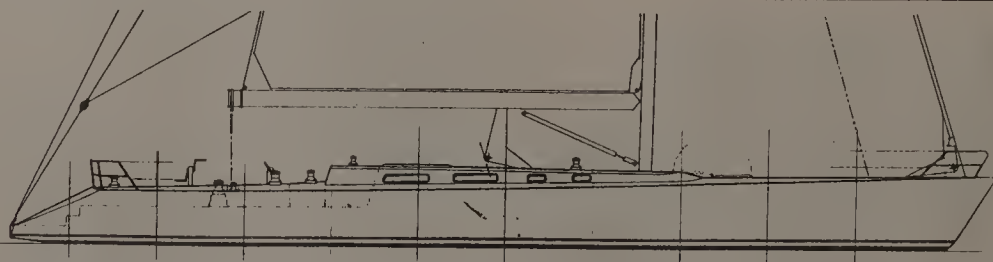
Breaking news: The still-teething **Antrim 27** dismasted during a windy photo shoot off Santa Cruz in late February. The boat was power reaching with their red kite up, hitting warp speeds, when the aluminum Ballenger-built spar broke two feet above the goose-neck. "It went right at the main halyard exit



# THE RACING SHEET

box," explained helmsman Jay Crum. "We have been pushing the envelope, actually trying to find all the weak links before we go into mass production." Currently there are three A-27s built, with back orders for four more, including two for Bay Area buyers.

Team players: Seven countries are known to be entering this summer's **Champagne Mumm Admiral's Cup** in England, with four more on the fence. The solid entries come from Australia, Germany, Great Britain, Italy, New Zealand and the U.S., while the 'possibles' include France, Japan, Hong Kong and South Africa. The U.S. team, which looks pretty solid on paper, will consist of Tom Roche's Mumm 36 *Jameson*, with Chris Larson driving and a crew put together by Dee Smith; the chartered Polish ILC 40 *MK Cafe*, led by John Koliuz; and Helmut Jahn's brand new Farr 50 *Flash Gordon*, sailed by Ken Read and a North Sails factory team. Bob Towse's Farr 47 *Blue Yankee* and John Thomson's veteran N/M 49 *Infinity* were also originally contenders for the big boat berth, but they seem to have lost interest in going up against Jahn's new juggernaut in the scheduled late June trials.



**Lethal weapon: the new Smith-designed 72-foot turbosled 'Donnybrook'.**

Terror of the East Coast: Santa Cruz naval architect **Bob Smith** has designed a 72-foot turbosled for Jim Muldoon of Annapolis. The new hotrod will be christened **Donnybrook**, and replace Muldoon's SC 70 of the same name that was squashed by the maxi *Creightons* at Antigua Sail Week last year. *Donnybrook*'s custom carbon fiber hull was actually started for another customer several years ago by Bill Lee Yachts. Unfortunately, things went awry halfway through that project, and Bill ended up closing the doors at his famous chicken coop. Muldoon eventually bought the project 'as is', hired Smith to redesign the boat around the existing hull shell, and is now

having *Donnybrook* completed back at New England Boatworks in Newport, RI. The new boat should sailing by late April.

Chasing ghost ships: **Nicorette**, Ludde Ingvall's Farr-designed 80-foot *Grand Mistral*, is presently chomping at the bit in New York City while waiting for the optimal weather to dash across the Atlantic Ocean to England. Her mission on the 2,925-mile crossing (measured from Ambrose Light to the Lizard) is to topple sailing's oldest, and probably most mythical, monohull record — 12 days, 4 hours and 1 minute, set by the 185-foot, three-masted schooner *Atlantic* in 1905. "It's only a touch over a 10-knot average," noted Ingvall. "We should be capable of knocking at least two days off it, maybe even three." Tune in next month to see what happened.

## — SPRING RIGGING INSPECTIONS/ PRICES IN EFFECT!

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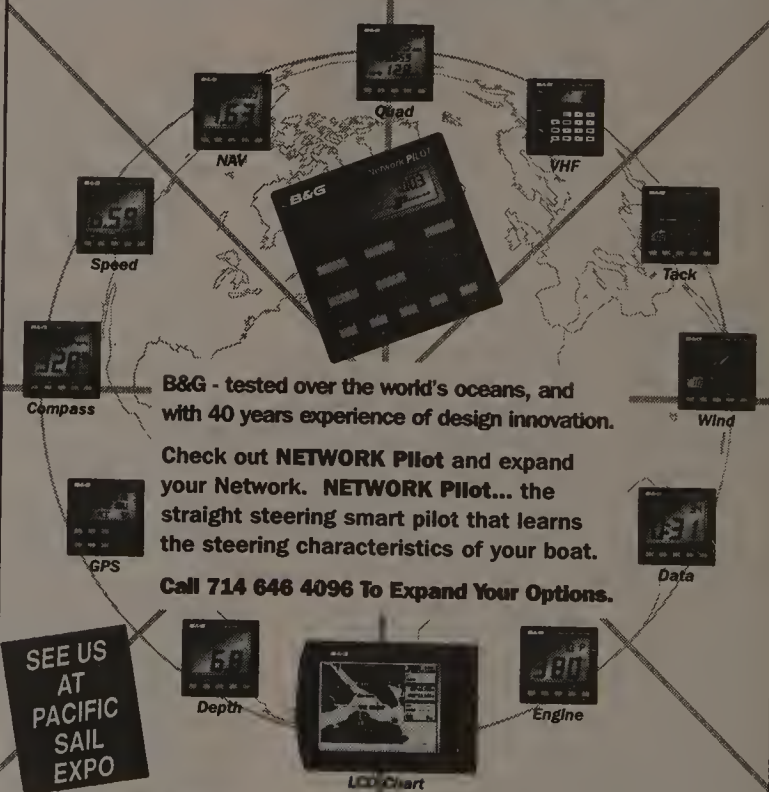
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# CHANGES

With reports this month on **Justin, Hena, and Gavin**, the cyclones that hit the South Pacific in March; from **Ceilydh** on cruising youth; from **Teresa J.** on the 'Roofs of Mexico' project in Chacala; from **Jennifer** on the Seychelles and Madagascar; from **Hightide** on the delights of Martinique; from **Mickie's Finn-Again** on being boarded by the Mexican navy; from **Second Wind** on getting stuck in Honduras waiting for Papagayos to blow out; from **Sendaya** on hiding out from cyclones in the Marshall Islands; and **Cruise Notes**.

## Justin, Hena, and Gavin South Pacific Cyclones

November through April — and especially January, February, and March — is cyclone season in the western South Pacific. This is why there's always a massive migration of cruisers from Samoa, Fiji, Tonga, and the other western South Pacific Islands to New Zealand in late October — and then another migration from New Zealand back to the tropics in May. (Ironically, New Zealand's North Island, normally immune to cyclones, has been swiped three times this year.)

In recent times, an increasing number of cruisers have been electing to run the risk of staying in places like Tonga and Fiji during the tropical storm season. This saves them the sometimes rough 1,100-mile passage to Auckland and, if they're returning to the South Pacific the following season, the 1,100-mile passage back. They pray the region they're staying in won't be hit by a cyclone — the odds are with them — and that if it does get hit, that they can ride it out. Cruisers have been encouraged to stay — in Fiji especially — by marinas that are boasting of having 'hurricane resistant' facilities.

The western South Pacific is a gigantic area, of course, so even the biggest cyclones only affect a small portion of it. But this March there were three cyclones to give those who decided not to flee to New

*While cyclone 'Gavin' killed a number of people ashore in Fiji, the boats in Vudu Point (shown here) and Neiasu Marina fared well.*



POINT VUDU MARINA

Zealand a test of their nerve. Getting news from that part of the world is difficult even under the best of conditions, unfortunately, so we can only share what we know.

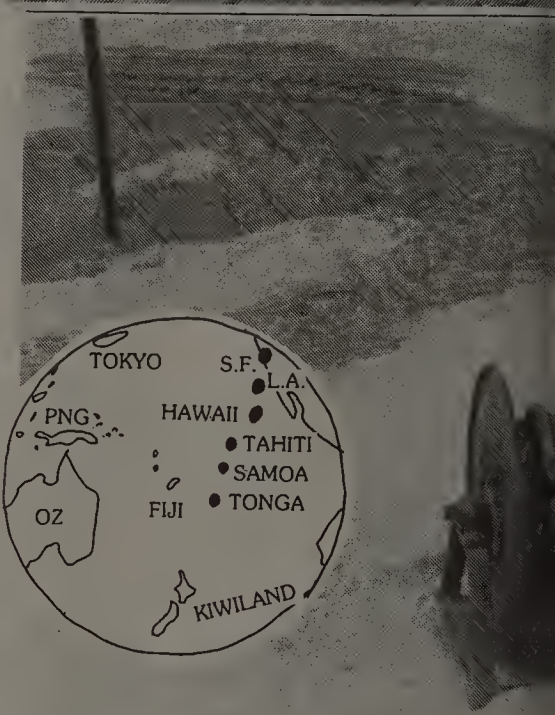
Cyclone *Justin* rumbled around the Coral Sea, killed at least several people in Papua New Guinea, then headed toward the Queensland coast of Australia. There was no report of damage to cruising boats, and there were likely only a few in the area.

Cyclone *Hena* struck the Nuku'alofa area of the Kingdom of Tonga in mid-March, reportedly tearing roofs off of houses, knocking over coconut palms, and badly damaging the Parliament Building. Cruisers occasionally hang out in the yacht basin next to Queen Salote Wharf, but not too many during cyclone season. The cruiser cyclone hangout is 150 miles north at Neiafu, Vava'u. Neiafu offers pretty good protection from cyclones — although about 15 years ago most of the fleet of 30 boats was destroyed by a direct hit. We've been unable to get any solid information on the Neiafu area, but suspect we would have heard about it if there had been major damage. We're keeping our fingers crossed.

We do have first-hand reports from Fiji, however, where cyclone *Gavin* scored an almost direct hit with 95-knot winds at the popular yachtie areas near Nadi. According to Ralph and Kathleen Neeley of the Lake Tahoe and Santa Cruz-based Whiting 46 *Neeleen*, cruising boats did very well for a storm that killed as many as 19 people on the main island.

There are three main yachtie areas around Nadi. The best known is the popular Musket Cove YC at Malolo Lailai. Wide open to heavy weather, all the boats — including those in The Moorings fleet — were evacuated. Reports indicate that the resort lost some coconut trees, had some damage to buildings, and saw the fuel dock tank wash away. But it wasn't too bad.

A second popular cyclone refuge is Neisau Marina at Lautoka, where holes are often dug in the ground so boats with keels can be lowered down. According to Neeley, Neisau Marine lost its floating dock — which wasn't very sturdy in the first place — but has since recovered it. Three local boats were blown off their 55-gallon drum stands.



The only damage to a foreign yacht happened when a flying roof caused her to be dismasted. So they came through in pretty good shape, also.

Many of the boats from Musket Cove and Neiasu Marine sought refuge by going up the river near Lautoka and tying to the mangroves. One of them was John and Molly Thomas' Santa Cruz-based *Rainbow*. Neeley reports that it was apparently very crowded up the river, with the early boats having gotten the best spots. Some of the boats suffered cosmetic damage from trees, logs and other debris roaring down the river, but nothing too serious.

The most popular cyclone refuge in Fiji, however, was the new Vudu Point Marina, where about 20 foreign boats weathered the storm while Med-tied inside the circular facility. In addition to the Neeleys, the only other West Coast liveaboards were David and Ann Street aboard the Vancouver-based *Cabazon*. Boats without owners aboard included *Phoenix* from Maui; *Vahana* from Coquitlam, B.C.; *Serenity* from Phoenix; *Windjammer* from Fullerton; *Veja Du* from Newport Beach; and *Asia* from Seattle.





BOTH PHOTOS LATITUDE 38/RS

*Spread; the fuel pumps at Musket Cove YC survived, but the fuel tank washed away. Inset; file photo of a yacht 'dug in' at Neiasu Marina.*

"The eye passed by very close," reports Neeley, "but it was at low tide which was in our favor. Walking on deck during the height of the cyclone was like 'wing walking' in a thunderstorm. But it was quite comfortable down below, and Kathy, who stayed in her wheelchair, was able to move around without too much trouble. Our two old cats, who survived the '89 quake in San Francisco, made it through all right, too.

"The only real damage to the marina," continues Neeley, "was to the shade trees, about 50% of which were destroyed. But all the boats and buildings came through without any damage. Roko, Vuda Point's manager, and Jeff Norton of Yacht Help, did a terrific job checking on everyone and making sure the unattended boats didn't get damaged. They did this 24 hours a day from March 7 through March 9.

"Five days after the passing of *Gavin*, reports Neeley, "the marina was cleared of all downed trees and branches, the grass mowed, and all the boats cleaned of mud.

Both they and the marina — which is scheduled to get a Travel-Lift in mid-April — were excellent. We would not hesitate to spend another hurricane season here."

Depending on which news report you believe, *Gavin* caused as many as 19 deaths in Fiji. Two of them were fishermen who got caught — along with two others — in a small fishing boat without any knowledge of the approach of the cyclone. The four drifted 100 miles in huge seas before nearing a small island. Two of the men made it to shore, two didn't.

We'll have additional details next month.  
— latitude 3/97

## **Ceilydh — Fortune 30 Evan Gatehouse & Diane Selkirk Under 30 Cruising Club (West Vancouver, British Columbia)**

When we last wrote you a year ago, we were doing our best to make it to Mexico for Christmas. Well, we made it to Turtle Bay with a day to spare — and had a fantastic time. Continuing with our go-slow theme, we've been in Mexico for over a year and only just made it south to Puerto Vallarta. But what's the rush?

We've had some great times. One of the

best was when our friends Deanna and Stewart of *Running Shoe* in La Paz gave birth to a baby girl they named Coral last year. We've also enjoyed the color and culture of Mexico, as well as all the cruising friends we've made along the way.

Our new friendships have been wonderfully diverse, as we've had the opportunity to become good friends with people we would have never met back home. The only drawback is that we seem to be younger than the average cruiser. We don't have any complaints about this — other than that we've spent the last couple of years being referred to, and occasionally treated as, 'the kids on the little blue boat'.

This got to be sort of a drag, so we formed the Under 30 Cruisers Club. Sadly, we were the only members. And when Evan turned 30, I was the only clubmember left! So we reworked the concept and came up with the '30s and Unders In 30s And Unders Cruising Club' — which is open to immature sailors cruising aboard small boats. We now have 10 regular members of the club. It's probably good we don't have any more, because our biggest boat is 34 feet and couldn't easily accomodate many more for club gatherings.

Our club only has a few rules: 1) No dominoes. 2) No club gathering can end before 2200. 3) If you're older than 39, don't tell and we won't ask. In general, we're a relatively tolerant group. We also strive to play really loud music from time to time, and once in a while we stay up past 0300 just to keep our skills up.

*Stewart, Deanna, and little Coral Littlejohn of 'Running Shoe'. La Paz has been the birthplace of several 'cruising babies'.*



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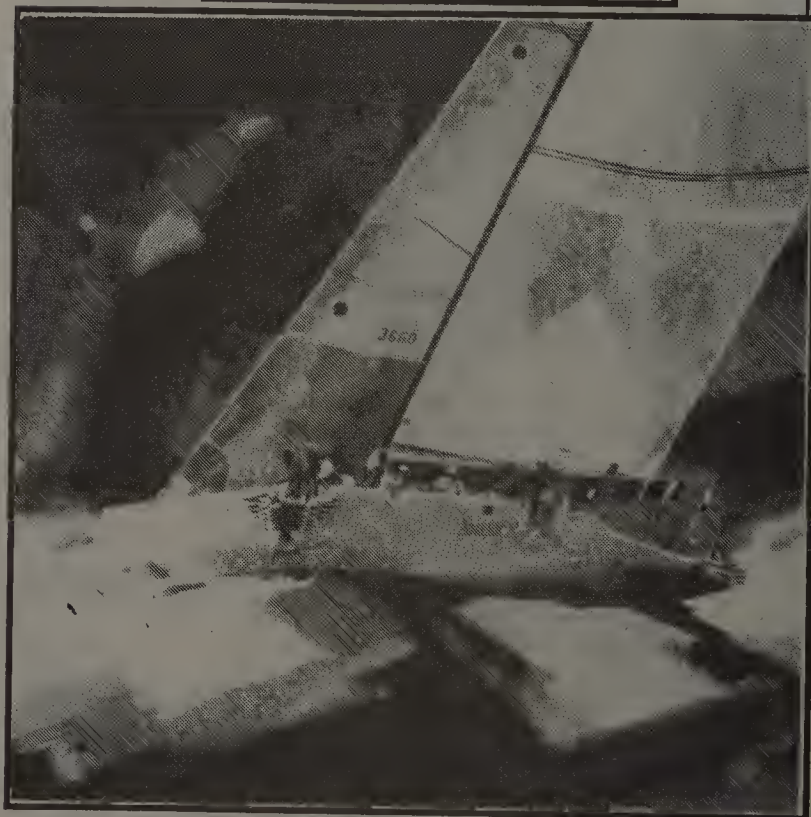
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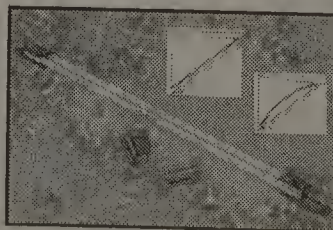
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# CHANGES

We consider ourselves to be a pretty elite group. Rather than buying houses, cars, furniture, and children, we chose to live on stripped down budgets — which allowed us to own our own boats before we turned 30. After a bit more hard work, we found ourselves here cruising in Mexico.

Our boats are smaller than the average cruising boat, but they're seaworthy. We also have fewer toys, gadgets and ice cubes. But who needs the hassle? If you don't have something, it can't break down on you. Besides, bilge temperature *cerveza* begins to grow on you.

Our club is always accepting new members. If you fit the criteria and are out cruising, just show up at *Ceilydh* and we'll spend the evening being a self-fulfilling boat name for your initiation. But if you can't make it to our boat, just say, "Presto, I'm a member!" That's all it takes.

Current clubmembers will be heading their separate ways this spring. *Shadowfax* has begun her trip back to San Francisco; *Klee Wyck* is off to the South Pacific; *Running Shoe* and *Mangoe* are heading south and southwest; and we aboard *Ceilydh* are headed to Panama. We've all be having

*Honor youth! From the bottom right: Todd and Stephanie of 'Mango'; Mark of 'Shadowfax'; Evan of 'Ceilydh'; and Val of 'Shadowfax'.*

a great time and hope to see more 'kids on little boats' out here soon.

— diane 2/97

## **Teresa J — Crealock 37 Jack, Linda & John Martin Progress in Paradise (Port Hadlock, WA)**

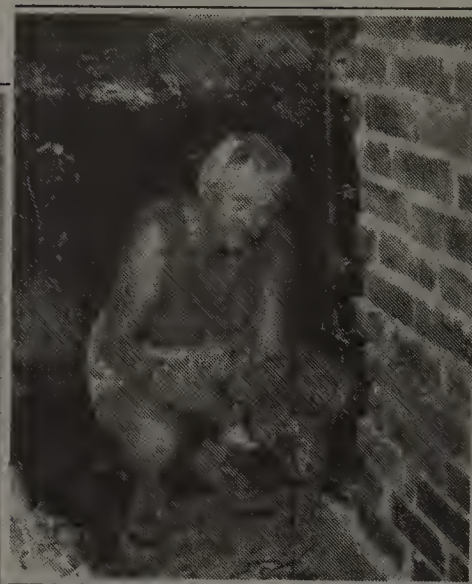
We departed the anchorage at Isla Isabella on February 18 under full main and genoa. With 10 knots of wind from the northwest, the conditions were perfect for an overnight sail to mainland Mexico's tropical village of Chacala.

Why go to Chacala? First, we'd heard the half-moon shaped bay rimmed by a fine sand beach and backed by both coconut palms and the green foothills of the Sierra Madre Occidental is a vision of paradise. It is, too. Second, the little village of 50 fishermen and their families is involved in a Habitat for Humanity type home-building project. We're on a five year educational expedition with our son John, and such a project is the kind of thing we're looking for.

Shortly after setting our hook at Chacala, we learned that Jose Enrique del Valle, a civil engineer, and his sister, Laura del Valle, a physician, had come from Mexico City in 1983 to help the villagers. Laura had started a medical clinic that serves both Chacala and Las Varas, a farming community six miles inland. Together, Jose and Laura have built Mar de Jade, a three-story, Spanish-style 'learning center' that can accommodate up to 40 guests in the main lodge and smaller guest quarters. In addition to Mar de Jade providing employment for 15 members of the community, guest proceeds help fund the clinic and other local projects.

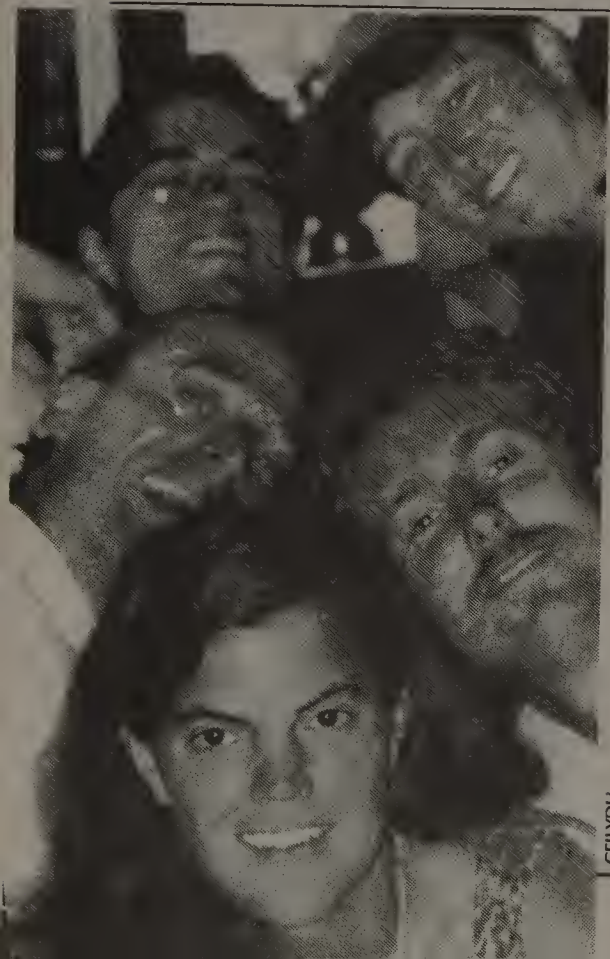
Jose's dream is to keep the paradise-like qualities of Chacala unspoiled, yet have the village offer eco-tourism opportunities to the outside world. 'Techos de Mexico' — which translates to 'Roofs of Mexico' — is his vision for helping the people of Chacala realize their self-worth and abilities while providing them with a home and enhancing their incomes. Each two-story, stuccoed brick house has a 500 square-foot floor plan which includes two bedrooms and a bath downstairs, and an attached, open-air, roofed patio for a kitchen/dining area. The second story includes a guest bedroom, bath, and a roofed patio/deck for tourists. Each home in the program will be part of the local hoteliers' association, so that hotel standards for beauty, cleanliness and hospitality will be maintained.

The first house, which will belong to



Alicial, is nearly complete and already had its first guest, Joan, who was helping with the new town library. Alicial's Bed and Breakfast charges a daily rate of \$11 U.S. for a single or \$12 U.S. for a double. From this income, Alicial will pay the project about 300 pesos per month for approximately eight years to reimburse it for the 25,000 pesos worth of materials needed to build her home. She also makes about 1,600 pesos per month as a cook at Mar de Jade. The money she and others return to the program will fund future houses.

While this worthwhile project is going forward, more seed money is still needed to buy construction materials. During our stay, Jim Lundeen, who has worked with Habitat for Humanity, was down with about 15 people from the Chicago area. They had contributed funds for building materials and were now on-site for two weeks providing elbow grease. Plenty of labor was also being donated by cruisers. Pitching in while we were at Chacala were the crews of *Nanamuk*, *Sea Tern*, *Irish Melody* and *Jambo*. In



CEILYDH





ALL PHOTOS COURTESY TERESA



*Spread; the lovely bay at Chacala, home of Mar de Jade. Insets; cruisers offer helping hands for the 'Roofs of Mexico' project.*

addition to helping with home construction, the crew of *Jambo* also helped Mar de Jade obtain a website.

The brick walls are now to the second story on Cabino and Marial's house, and the excavation is complete for Beto and Auroral's home-to-be. The smiles of gratitude on the faces of these couples and their children makes everyone feel good.

This year's *Techos de Mexico* work period will probably cease in March but then start up again — provided there are enough building materials — in November. If you would like to contribute to or learn more about this or the Mar de Jade project, you can contact Jose or Laura at website [Mardjade@punet.com.mx](mailto:Mardjade@punet.com.mx) — or contact them by phone/fax 011-52-32720184. No matter which way you elect to help, your gift will never exceed the rewards you'll receive.

— jack, linda & john 2/25/97

Jack, Linda, John — A tip of the Latitude hat to you and all the others who've contributed to the project. Many years ago Laura del Valle stopped by our offices to explain the Mar de Jade project; we're delighted to see that she's still at it.

**Jennifer — Beneteau 50  
Lars Hassler & Johanna DeGroot  
The Seychelles & Madagascar  
(Caribbean)**

[Continued from the March issue.]

After leaving the fabulous Chagos, we sailed on to the Seychelles, a group of spectacularly beautiful islands located in the western Indian Ocean 1,000 miles east of East Africa — which puts it about halfway between India and South Africa. These islands are totally different from our previous two stops, the Maldives and Chagos. Despite being granite, the Seychelles central islands are lush and mountainous; the outer islands, by contrast, are coral and flat.

We ended up spending more than two months in the Seychelles, a beautiful country that consists of 115 islands populated by 70,000 people of European, African, Indian,

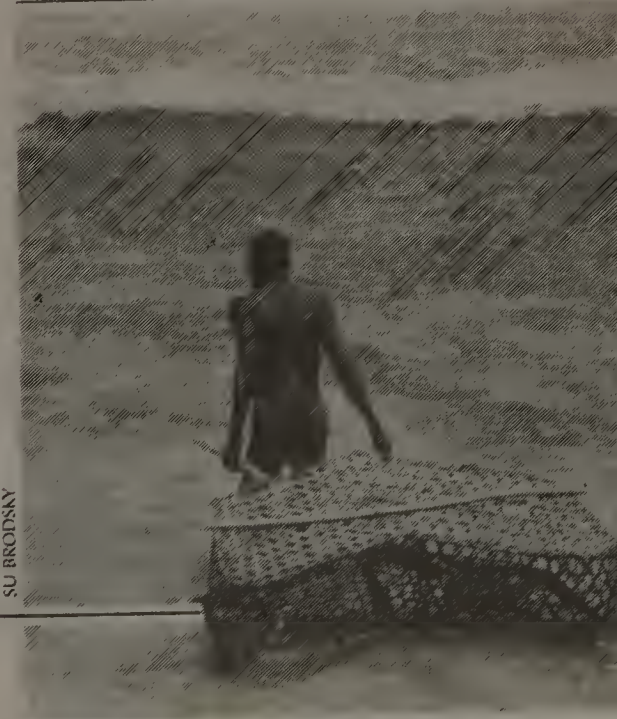
Chinese, and Arab descent. Unfortunately, the weather wasn't particularly good, as we had strong winds and lots of rain. The fact that it was expensive didn't make the climate seem any nicer.

Although nobody lived in the Seychelles until the 1700s, it has an interesting history. Some of the early residents were pirates who took refuge from being hunted down in the Caribbean. France claimed the islands, but then her governor succeeded — after 10 tragi-comic attempts — to capitulate to the British. The French language and culture has nonetheless remained dominant. More than anything, the British used the Seychelles as a country club prison for revolutionaries, kings, sultans, and others who tried to undermine that once great empire.

After the county got independence in the '70s, Sir Jim Mancham — a party animal who represented wealth and commerce — became president while France-Albert Rene's, a socialist, was named prime minister. Wild man Mancham flew around the world with models and actresses to push tourism, and soon the rich and famous jetted in to buy huge tracts of land — and use the island's beauty as a backdrop for porno movies. Always considered something of a Garden of Eden — the illegitimacy rate was over 50% — the free love blossomed even further under Mancham's 'leadership'.

Less than two years later, Rene seized power with the help of some Tanzanian-trained rebels. The ousted Mancham downplayed it by saying, "Twenty-five

*The people of Madagascar are so poor they can't afford outboards. This native does the best he can with a heart-shaped woven fish trap.*



SU BRODSKY



# CHANGES

people with sticks could have seized control." Be that as it may, Rene still took firm control. Although tourism had been the Seychelles' only real industry, Rene and the socialists — who soon set up a one-party system — discouraged it on the grounds that it was demeaning for others to cater to wealthy white visitors. Visiting yachts were discouraged by charges of \$100/day. Soon there were neither tourists nor foreign boats.

In 1981, a band of bungling South African mercenaries disguised as a rugby team on holiday tried to invade the Seychelles and overthrow the socialists. However, the plot was uncovered while the team was still at the airport, and a shootout followed. The mercenaries escaped by hijacking an Air India plane back to South Africa. As a result of the scare, the Seychelles' president imported North Korean bodyguards and instituted a mild reign of terror. During this entire period, however, the Seychelles was home to an extraordinary number of spies, mercenaries, exiled rebels, and mafia figures, as well as representatives from every Cold War group trying to perpetrate mischief in Africa. But they all co-mingled in peace.

By the early '80s, Rene realized that the Seychelles wasn't capable of sustaining itself — and had nothing to offer the outside world but spectacular tropical landscapes, white sand beaches, and blue ocean. Deciding that tourism was a necessary evil, the Seychelles were promoted as a tropical paradise. This is why foreign yachts now pay 'only' \$10/day U.S. for the privilege of visiting. But it's worth it, as the islands are truly beautiful, there are plenty of natural parks, and tourism development is kept under strict control. Furthermore, Rene has allowed for other political parties, and tensions seem to be easing more all the time.

Our highlight in the Seychelles was a visit to Aldabra, one of the largest atolls in the world. It was 600 miles from Victoria, the capital of the Seychelles, to Aldabra and then another 600 miles back. We made the passages in such bad weather — strong winds, big waves, and lots of rain — that Lori, our paying Canadian crewmember, left the boat after five months. She'd had enough of sailing.

Despite the tough sailing, it was worth it as Aldabra — a world heritage site — was truly unique. Since there is no airstrip, visitors have to come by boat — and that eliminates almost all of them. There are no full-time inhabitants, just a research station with 12 scientists and a little room for some

visitors.

Up to 150,000 giant land tortoises live on the island — which is about 40 times as many as live in the Galapagos. Tortoises live for a long time, as evidenced by Esmaralda, an Aldabra tortoise who will soon turn 200 years old! One night we were fortunate to get the chance to watch a female sea turtle crawl up on the beach to lay her eggs. First, she dug a very deep hole, then laid 150 eggs, then very effectively camouflaged the site. She appeared to be crying the entire time, but the function of the 'tears' was to keep sand out of her eyes. Exhausted from her hard work, she followed the moonlight back into the ocean.

Besides exploring the atoll under the supervision of the friendly warden, we also did some exciting dives. The tide at Aldabra is very strong — which made it perfect for drift dives in and out of the lagoon. One afternoon a group of hammerhead sharks cruised close by our boat. We quickly jumped into the water to get a better look, steadfastly holding onto the dinghy nonetheless. It was scary but exciting.

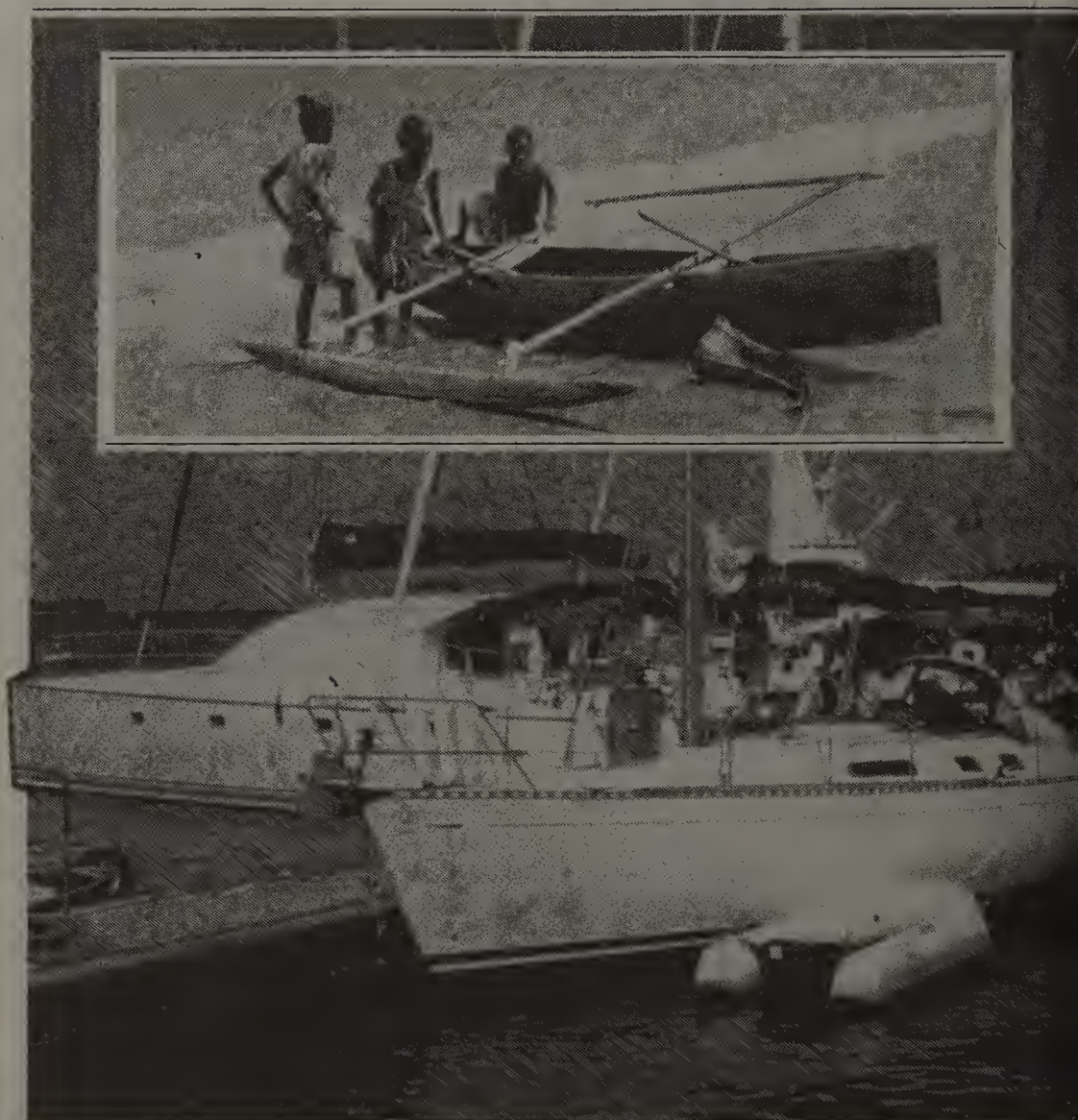
Madagascar is the second really poor

*Since tourism is now seen as a 'necessary evil', the charter boats have returned to the Seychelles. Inset; local 'yachties' at Nosy Komba.*

country we've visited, Papua New Guinea having been the first. The best indicator of a truly poor country? Whether or not the local fishermen have outboard motors. Local fishermen have been able to afford outboards almost everywhere we've been, even in the outlying islands in the South Pacific — at least those with access to American or French aid. Even fishermen in the Maldives and Seychelles have plenty of outboards because they 'trickle down' from the tourist industry.

It's different on the outer islands of Madagascar, where we didn't see a single outboard that wasn't directly connected with a tourist hotel. The local fishermen have to paddle and sail their small and basic dugout canoes. And many of the people we visited live outside the cash economy. They didn't want money for their lobsters and bananas, they wanted things like T-shirts, fishing gear and cooking utensils.

Unfortunately, we never got to visit mainland Madagascar, the fourth largest island on earth. Why? It's said to be almost impossible to find a place to leave a boat in







BOTH PHOTOS SU BRODSKY

the corruption in Madagascar — as well as most of Africa. As he tells it, most foreign aid money that is intended for health and education programs for the masses is used by politicians to buy four-wheel drive vehicles.

Next month, Mayotte and the Comores.  
— lars 1/97

## **Hightide — Dehler 34 Jol Byerley Musings On Martinique (English Harbor, Antigua)**

Dear Mum,

Sorry about not writing home last month, but we were off on *Hightide* having a jolly good fright on the east coast of Martinique. That was because the weather was absolutely horrid — like the time Auntie Mabel was swept off the end of Wigan Pier. Anyway, what with the huge swells, continuous hairy great black squalls, and hungry looking reefs, the coast was not a lot of fun. So much so that we didn't think about you, the tulips, and your dainty little cucumber sandwiches. Nevertheless, I must say we really do love both the French and their islands. Nothing beats their lifestyle, their food, and their beautiful ladies.

Judy and I adapted quickly, and began to look forward to our evening dose of the local *ti-ponche*. It's fun because they give you a whole bottle of local white rum, a basket of limes, and an earthen bowl of brown sugar. Then you mix your own drink. If you spill any of this wondrous stuff on the table, you may get small puffs of smoke and several holes.

This little libation absolutely must be followed by spicy hot boudin creole, accras and crabe farcie. It's a combination which will most likely result in something akin to an internal volcanic explosion — which will in turn introduce you to the joys of French toilets.

Their 'sit down' variety is normally in a tiny compartment the size and temperature of a family oven. Strictly a 'knees under your chin' job. Or you might be faced with a variation on the same theme, which is a huge evil-looking hole in the floor. Alongside this hole are two prehistoric raised footprints on which one balances whilst at a full crouch. It's best to be entirely naked during the whole operation, for when the generally invisible flushing knob is pushed, 35,000 gallons of water hurtle down from on high, threatening to wash you into the hole to the

stygian depths below.

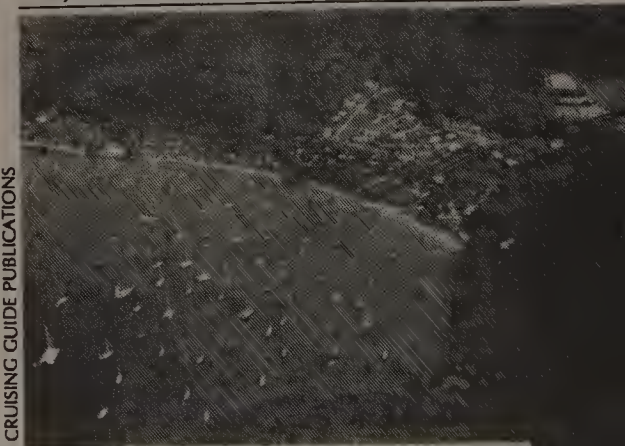
Visiting Americans, in particular, have been seen to leave this experience in a considerable state of disarray. The attendant cleaning ladies find it all rather amusing. Perhaps these very real dangers account for the fact that there are never many small children around French marinas.

Martinique has many and varied small bars and restaurants, and somehow everyone manages to have the lantern-jawed look of sailing heroes Eric Tabarly and Pierre Fehlman. But nobody eats quiche.

We haven't been able to explore Martinique for ages, and were in for quite a surprise. Fort de France has grown into a massive city, with flyovers and throughways as bewildering as any in America. The parking lots are interesting because you can get into them in the usual manner — but we could never seem to get out. Most of the small towns, however, are still as French as Montmartre and quite wonderful. We love St. Anne and Petit Anse D'Arlet, whilst Marin and St. Pierre have somehow become more attractive. There is also a lovely little town on the north coast which I'm not going to name — so that you won't flock there in your baggy shorts and baseball hats to ruin it. More magical than ever! Anyway, my lovely old Martinique is still wondrous once you get off the beaten track, with mountains, rain forests, and waterfalls just as beautiful as anything in South America.

One day we sailed past Diamond Rock, which once upon a time myself and two old charter yacht buddies — fortified with the Hotel Europe's most lethal *ti-ponche* — scaled by moonlight to plant an enormous British Navy white ensign on the top. The purpose was to greet a visiting French fleet the following morning. We thought it was a

*Grand Anse D'Arlet as viewed from the air. Nearby Petit Anse D'Arlet is even better. Too many Americans skip lovely Martinique.*



CRUISING GUIDE PUBLICATIONS

safe hands. As a result, we had to be satisfied with cruising the beautiful northeastern archipelago. In the center of this archipelago is an island with a little town called Hellville. It's very run down and nothing has changed much since the French left in '61. So in any event, we've been to heaven (The Chagos) and hell (Hellville).

We spent two lazy weeks in the archipelago without any guests aboard. The weather was perfect for doing things like hiking up the peaks and observing lemurs — which are ape-like mammals that live in trees and are only to be found on Madagascar.

We also visited Stefano, an interesting Italian man in his 40s who spends six months a year on Nosy Komba, one of the small islands. Although not a doctor, he dispenses medicine to the villagers, advises them about health matters, and continues to try to give them running water. He spends the other six months of the year in Italy coaching a water polo team and trying to get free medicine from charities. Stefano has done this for several years, and the grateful villagers have given him an old stone hut on the beach that he's renovated beautifully. Most yachties who pass this way visit this sociable fellow.

While there, Stefano told us stories about



# CHANGES

bit of a joke, but the authorities nearly locked us up and threw away the key!

On our return to Antigua we had a really hairy experience on the west coast of Dominica. Having escaped the storm-lashed reefs on the windward side of Martinique mainly with the aid of our little GPS, we were hounded all day by a vicious black cloud as big as Australia. No sooner was *Hightide* made fast to a buoy off the Anchorage Hotel south of Rousseau, than the said cloud came hurtling around Scots Head to make a hard right turn and roar along Dominica's west coast. The wind, can you believe it, thundered in from the *west* — which it never does. And at well in excess of 35 knots for a large part of the night. Suffice it to say that we tucked all our valuables into a grab bag and for the first time in our lives sat in our lifejackets looking ridiculous. We held on like limpets whilst *Hightide* leapt and bucked as well as any Calgary bull.

So it was wonderful to arrive the following day in the tiny, man-made fishing harbour at Marie Galante's Grand Bourg. There was good protection and flat water for a change! The little island has always been a favorite of ours, and to go ashore in the early evening is a delight! Everything revolves around the arrivals and departures of the incredible high speed, huge ferries from Point à Pitre, Guadeloupe. They romp backwards and forwards at something more than 35 knots, and it so happens that one of them — which looks like something out of *Star Wars* — arrives at 1800. This is the time to sip your *ti-ponche* in one of the little cafes around the square and watch the life of the island go by. In the early mornings, we suggest you collect your fresh baguettes and croissants from the little shop next to the marketplace and then savor the very special taste of Marie Galante coffee.

Nothing has really changed on Marie Galante for many, many years — except the ferries — and the whole thing is a trip back to the islands of the old days. There is a little restaurant called La Mousson a few blocks back from the square where Mounia and Christian serve meals which, in our opinion, rival any of the sophisticated restaurants on either Guadeloupe or Martinique. We also found a sizeable hidden lake where you can rent canoes and paddle through the Amazon-like interior. And there are ox-carts and sugar cane fields — and a little cove on the extreme northwest corner which is, in settled weather, as beautiful as anything anywhere.

So, Mum, now I come to think about it, despite the generally lousy weather we really



did have a rather lovely time. It was great to find that the huge schools of dolphins from the '60s have returned to the northwest coast of Martinique. And how can we forget the awesome racing canoes, known locally as *yolles*, which can be seen racing everywhere around the coast of Martinique. And for a real treat, try climbing Mt. Pelee in the early morning mist before coming down to a traditional creole breakfast in Morne Rouge.

— jol 1/97

*Readers — When it comes to Caribbean 'old hands', Englishman Byerley is about as qualified as they come. He's been sailing, chartering, and racing — all but one of the 29 Antigua Sailing Weeks — for three decades while owning everything from the classic schooner Lord Jim to a slippery Olson 30 ultralight.*

**Mickie's Finn-Again — HC 43  
Jerry & Mickie Hallett  
Boarded By The Mexican Navy  
(Marina Village, Alameda)**

While everybody else seems to have been boarded by the U.S. Coast Guard, we were boarded by the Mexican Navy a little south

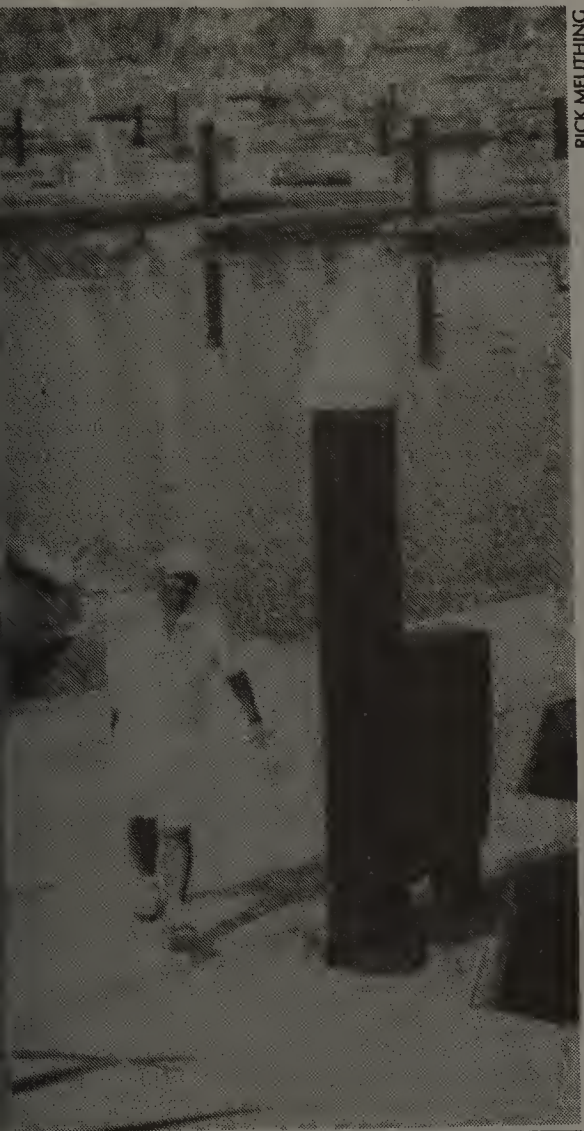
*This is what happens when you don't pay your bill at Ixtapa Marina. Actually, this boat sunk after two years on the hook in Z-town Bay.*

of Puerto Vallarta. They contacted us on Channel 16 and advised us they wanted to conduct an inspection. Since there were three foot seas, we asked if they could wait until we anchored at Ipala. They said that would be fine.

Once we got the hook down, four sailors — three armed with machine guns and one with a pistol — arrived by inflatable launch. After coming aboard, the officer in charge — who spoke English well — asked who we were, where we were going, what yacht club we belonged to, and so forth. After checking our documentation papers to make sure everything was current, they asked if we had any guns, bullets, or drugs aboard. We told them 'no'.

Then the officer in charge and one seaman — both armed — came below with us. Another stayed on the bow while the fourth waited in the launch. They asked Mickie to open a few drawers, which she did. They peeked inside but were careful not to touch anything. At all times they were extremely polite, courteous and respectful. It's perhaps noteworthy that they never asked to see our fishing licenses.





RICK MEUTHING

that deserves exploration. Besides, the fishing is so good you can get what you need to eat by simply dragging a line behind your boat. If you want lobster, just check with a local fisherman.

— Finally, obtaining a Temporary Import Permit for your boat is supposed to ensure that you can get new and repaired gear from the States duty free. But it doesn't always work out that way. As such, we encourage all future cruisers to 'gear up' as much as possible before leaving home.

— jerry & mickie 2/26/97

*Readers — The Halletts included a December '96 photo of eight Oakland YC members who'd previously berthed their boats in Alameda's Marina Village but who are now cruising Mexico. We didn't have room for the photo, but can tell you those pictured were Jerry and Janet Pizzagani of Photon, Bill and Jean Isberg of Bijé Du, Bob and Lyn Chambers of Promise, and the Halletts.*

*The Halletts, by the way, own Dolphin Productions which creates the 'Cruising Lifestyle' videos that are regularly advertised in these pages.*

## **Second Wind — C&C Landfall 43 Rick Muething & Friends The Papagayo Fleet (San Francisco / Florida)**

Since there are now six of us waiting out the Papagayos here in Amapala, Honduras, in the Gulf of Fonseca, we figure we have a quorum. Actually, it's a ploy to see if there is any way we can get some *Latitudes* delivered to the Canal.

The Gulf of Fonseca looks a lot like San Francisco Bay — without the bridges and six million people. But it's 30 degrees warmer and there's even more wind in 'the slot'. It's been blowing hard — 25+ knots in the bay and 35+ outside — and erratically here for four days. If you're headed south, as most of us are, it's right on the nose. Naturally.

A few of us stopped at La Unión, El Salvador, but after some windy and rolly nights — punctuated by midnight exercises by navy gunboats — we decided it was better to part with \$80 in port and visa fees and wait out the blow in Amapala.

This little village is clean, has a pleasant English-speaking Port Captain, and the locals seem happy to have some cruising visitors from the frozen north. Last night we had an informal dinner at Victoria's and took

some great pictures. We'd send them to you but don't know how. While it's a little difficult to sleep because the wind has been howling all night, we're enjoying the place and making new friends. As Carol on *Motu* says, "It could be worse; we could be out there in this stuff!"

In any event, here's a brief rundown of the gang here waiting for a weather window to Costa Rica:

*No Agenda*, Tom and Jan James' *Tayana* 42 from Carlsbad. The couple are on their way to the Canal and then up to Florida. Jan has been continuing her fishing legacy, and has a photo to certify that she caught a 5-foot dorado.

*Motu*, Jack and Carol Ogden's *Cross* 40 trimaran from Los Angeles. The Ogdens are planning on visiting the Rio Dulce after transiting the Canal.

*Yellow Rose*, Gary and Carol Domnisse's *Valiant* 40 from Portland. They plan on transiting the Canal and then cruising the Chesapeake for the summer.

*Cherokee Rose*, Bob and Barbara Newell's *Tayana* 42 from San Diego. They're not certain, but think they'll turn left at the Canal. Rose, their cocker spaniel, is aboard with them.

*Espire*, Rick Drain's *Hamlin* 40 from San Francisco with Mark and Ann Syvertsen. They're bound for the Canal, the Galapagos, the Marquesas, and then back to Seattle via Hawaii.

*Second Wind*, my C&C *Landfall* 43 with Jim Turner, John Hurd, and Pat St. Lary. We're on the way to my new home in Florida. Marcia, my wife, plans to join us in

*Rick Drain's Hamlin 40 'Espire' from San Francisco is one of the boats that holed up at Amapala waiting for the Papagayos to abate.*



JOHN ROEMER

Our advice is not to resist the Mexican Navy, as they are more easy to get along with than the U.S. Coast Guard. Further, it doesn't hurt to be polite and offer refreshments, as most Mexican officials enjoy socializing. We gave the officer a small freshwater fishing rod for his son. In return, he gave us his name, address, and telephone number — and told us to contact him if we ever had any problems in Mexico! "I love Americans!" he said as he shook our hands goodbye.

Mexico is a great cruising area, as it's a land of wonderful people and great beauty. You could happily cruise in Mexico forever — and in safety. We're leaving our boat in the Ixtapa Marina while we take an inland trip to Mexico City and Taxco. After that we'll sail to Acapulco before working our way back to San Francisco. After a year refitting, we'll return to Mexico and then continue on to the South Pacific where we'll continue shooting footage for our cruising videos.

Three tips:

— We've seen too many people who've had to quit cruising because they started too late in life. Don't wait too long.

— Many people skip Baja in a rush to get to mainland Mexico, but Baja is a frontier



# CHANGES

Panama for the trip through The Ditch.

That's the rundown on the gang heading south. We wish the rest of you were here waiting out the Papagayos with us in warm, sunny — and windy — Honduras.

P.S. This email came to you via the magic of Pactor II, Ham Radio, WinLink, and the Internet. I think Max Ebb and Lee Helm would be impressed.

— rick 3/97

*Rick — When you get to the Pedro Miguel YC, ask around for the best way to send small parcels to Panama. If we can send 15 or so issues at a reasonable cost, we'd be happy to do so. We'd call the Pedro Miguel, but the last time we were there we were given a phone number you couldn't call from outside the country. Please help.*

**Sendaya — Hans Christian 41  
Bill & Anne Haxton  
Majuro, Marshall Island  
(San Diego)**

This year we decided to do something different for the cyclone season. In previous years, we'd left in November from Tonga, Fiji, Vanuatu and New Caledonia for either New Zealand or Australia. The passages south to New Zealand ranged from benign to horrific depending on the force of headwinds. The broad reaches west to Australia were exhilarating.

Early November this year found us way up north in the Banks Group of Vanuatu, anchored in the impossibly beautiful crater of an extinct volcano. The nearly circular rim of the volcano towers 2,000 feet above the inner waters — which poured in when the volcano blew its top off, opening a quarter-mile wide pass in the northeast side. The

*Volcanos are the most spectacular geographical feature of Vanuatu. Some of the extinct ones, such as Ureparapara, make great anchorages.*



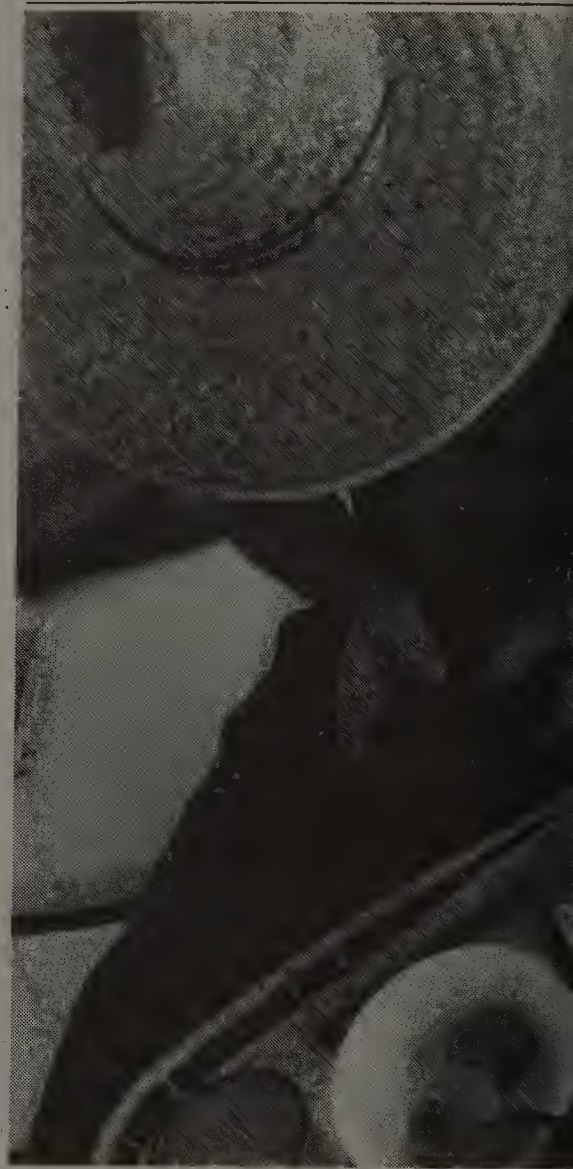
place is called Ureparapara. We'd come here to wait for decent weather for the 1,000-mile passage to Tarawa, where we planned to hunker down for a few weeks before going on to Majuro in the Marshall Islands.

We remained in Ureparapara longer than we expected. A series of troughs kept us pinned inside the volcano until November 18, when the weather cleared and the southeast trades filled in. The next day, on a blue and sparkling morning, we got underway. Except for the first day, when the wind blew 20 knots from the stern quarter, winds were light and a little north of east. In five to seven knots of breeze and calm seas, we'd make four knots with a boat motion so steady that it felt like we were in a marina slip. Dodging the occasional squall kept the passage interesting until we reached the equator, where 20 knot easterlies picked up and blew us all the way to Tarawa on a fast beam reach. It took us just under eight days for the entire trip.

The most interesting thing about Tarawa is the World War II battlefield on Betio Island. Even though 15,000 people live here now, signs of the battle remain everywhere. You can't walk a hundred feet without coming upon a rusting one-man pillbox, a concrete ammunition bunker, or the rusting skeleton of an amphibious landing vehicle. Near my left hand on the navigation table this moment is a patina-green 9mm bullethead I found walking to the bakery to buy bread. The tip is still sharp and pointed; fired in anger or fear, it found no target and did no harm.

Two weeks later, we left Tarawa earlier than expected because of a water shortage. The island hadn't had rainfall in several weeks, and everywhere wells and rainwater tanks were running dry. We were running dry, too — down to 10 gallons of wash water and five gallons drinking water. So we decided to run the last 400 miles to Majuro where, according to a radio report, water was plentiful.

Three afternoons later, palm trees on the island of Delap rose above the horizon. It meant we were 25 miles from the pass and 35 miles from the anchorage. Anxious to get through the pass before nightfall, we needn't have worried. A two-knot current swept us forward, giving us six knots over the bottom. We entered the inner lagoon after sunset, but with enough light in the sky to clearly see the shallows on either side of us. But the pass is wide, deep, and well lit on both sides — with three greens to starboard and three reds to port as you enter. Yes, in the Marshall

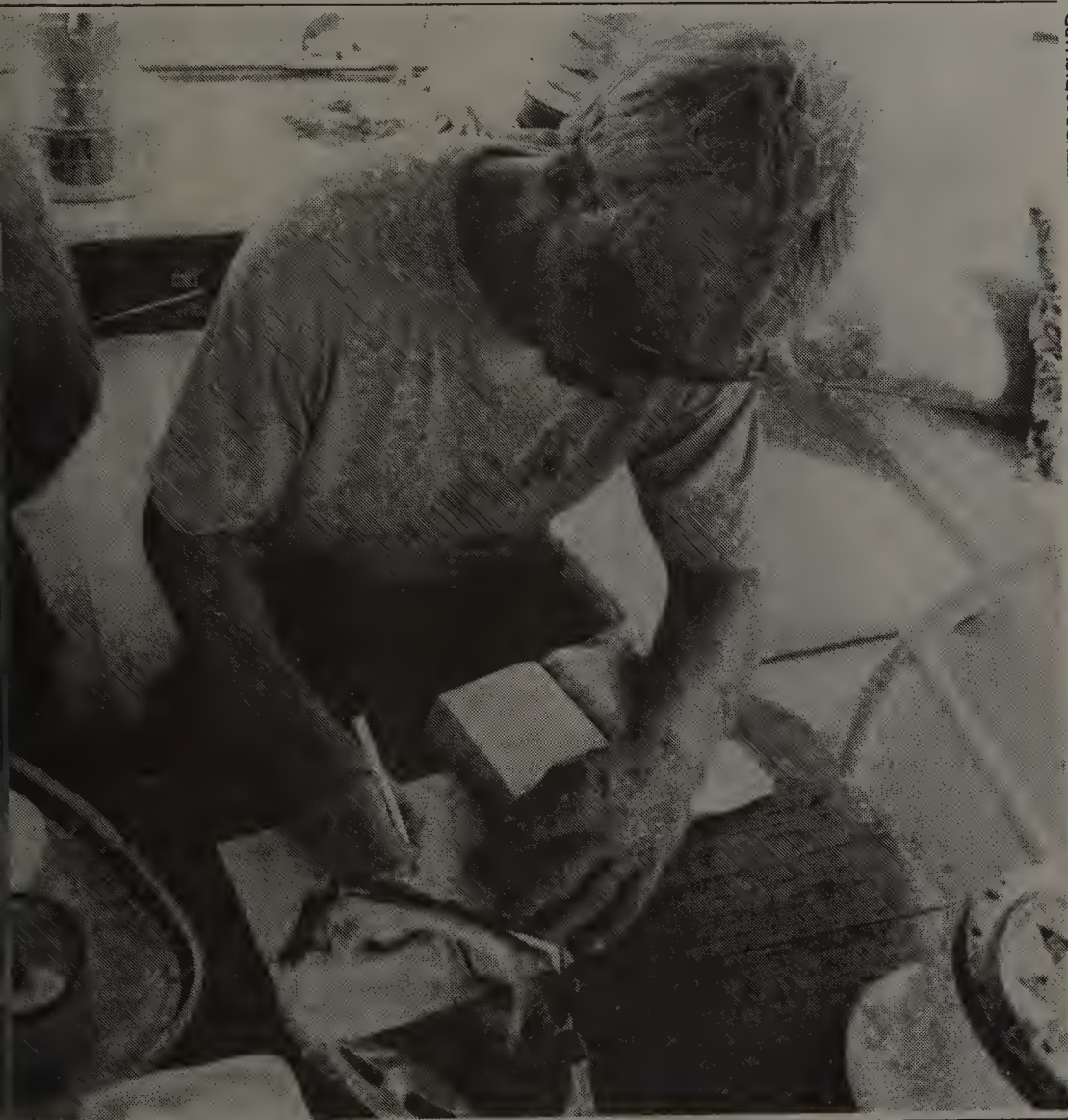


Islands they use the International System for navigation lighting and buoyage.

Night fell as we crossed the lagoon toward the anchorage near Uliga Wharf 10 miles away. Nighttime navigation in Majuro is safe for vessels of all sizes, as there are two well-marked coral pinnacles in the center of the lagoon which show up vividly on radar. (Both pinnacles are beautiful scuba dives, and we frequently see dive boats tied up to the markers with their sterns hanging over the drop-off.) As we approached the lights strung along the island at the eastern rim of the lagoon, Brian on the yacht *Crosstown* hailed us on VHF and advised us to home in on two brightly lit huge storage tanks just in front of his mooring. We did, and an hour later — having dropped the hook in calm water, bundled up the sails, and showered — we came on deck with two mugs of ice cold homebrewed ale.

The next morning I counted 11 yachts nearby: John and Sandra on *True Blue*, Dick and Prill on *Awesome*, Brian and Ann on *Crosstown*, Bruce and Carol on *Osprey*, Ula and Hans on *Vagrant*, Andrew and Levita on *Orion*, Jeff and Lisa on *Kulkuri*, Howard and





LATITUDE 38/RICHARD

*After 20 years, it's hard to remember if you've run something or not. No matter; we think this is funny enough to run twice. The two guys in the photo are Capt. Jim (left) and Capt. K.C. We'd all been out snorkeling that morning off one of the San Blas Islands, and had returned to 'Big O' to find a crudely scribbled note on the cockpit table. Curious, Jim got out his electronic translator, while K.C. turned to his Spanish-English dictionary. After some grunts, frowns, and moans, they came up with the same approximate translation: "Cruise ship coming — get out of my anchorage!" Money doesn't talk, it screams — even in the relatively primitive San Blas Islands.*

P. Ann on Sai Moi, Doug and Lois on Reward, Fritz on Truly Fair, Paul and Pauline on Summer Breeze.

Now that we've been here several weeks and have got to know the place reasonably well, it's fair to say that things have changed for the better since David Stanley of the Lonely Planet guidebooks was here. In his *Micronesia Handbook*, he described a Majuro no one would want to visit. That was 12 years ago, and Majuro has improved a lot. In fact, it's become a good place for voyaging yachts.

We like it here for a number of reasons. Provisioning is good; diesel, gasoline, and propane all are abundant and reasonably priced; and services are pretty good, too. There are electricians, plumbers, carpenters, small-engine mechanics, computer repairmen — even a fiberglass shop. On the

negative side, wine and beer are expensive because of high taxes.

The facilities for yachts aren't bad, either, and are rapidly improving. One local business, Robert Reimers Enterprises, has a nice stretch of protected waterfront which they have begun to develop for visiting yachts. At the moment they have a few moorings and easy access to fuel and water. By next cruising season they'll have 15 or 20 moorings, a dinghy landing, showers and a laundry. A quarter mile south along the inner lagoon there are about a dozen moorings operated by Matt Holly and Neal Skinner.

On weekends, we relax by sailing five miles up the lagoon to a pristine little island with a nice anchorage and some terrific snorkeling. You can walk entirely around this little island — Enamonat — in about 45 minutes. The water clarity is astonishing. When we were out there last weekend, I dove on the anchor and looked back up

toward the boat. From over 100 feet below, I could see Sendaya's rudder clearly enough to make out the heads of the bronze bolts on the foot of the skeg! And we're enjoying the weather immensely. Majuro is brushed by the southern reach of the northeast trades, and is therefore very comfortable, with the water and air both about 82°. There's enough rain to keep everyone's tanks above the halfway mark.

When we first decided to come to the Marshalls, our plan was to head back into the Southern Hemisphere in April — but we've changed our minds about leaving the Marshalls so soon. There are 26 huge atolls out here without a yacht among them. Some of the lagoons have never had a yacht in them. Most atolls are within a daysail of each other, and the anchorages are excellent, with interesting villages and historical sites ashore. Cyclones are rare and the waters are safe from January until July. This place is worth a closer look, so we're going to stick.

— bill & anne 3/97

*Bill & Anne — We're delighted to hear that things have changed on Majuro. About 12 years ago we interviewed a nice retired couple aboard a Cal 46 from Santa Cruz who'd sailed to Majuro. Their boat was boarded by some young thugs, who without any provocation whatsoever nearly beat the man to death with clubs. Any idea about the reason for the change for the better?*

## Cruise Notes:

Early last month, Else Jensen of Mill Valley walked into our office looking frightened. She explained that her husband Chet Valdes along with Marshall Lombardo of Walnut Creek were 11 days overdue on what was supposed to be week long, 150 mile cruise in the Sea of Cortez from Puerto Escondido to La Paz. Millions of boats run late, but 11 days overdue on such a short passage gave us cause for concern. When she told us the two were cruising aboard a **Hobie 16** without a radio, our concern shot up.

Jensen had already called the Coast Guard, and we immediately got on the horn to Mike at Downwind Marine in San Diego and Mary Shroyer at Marina de La Paz in La Paz. Between the two of them, they got the word out on all the various cruisers' nets. When Jensen got to La Paz, the news was good — her husband and Lombardo were safe and sound at Isla San Francisco.

It had all been a communication problem. Chet didn't think Else was going to expect



# CHANGES

him that soon because he'd done a similar trip the year before and been out of contact for five weeks. And even when he knew he ought to call, he didn't have the chance because Lombardo really wanted to 'get away' and avoided other boats. If any of you had seen how shook up Else was from not having heard from Chet, you'd be a lot better about checking in with loved ones.

This was the second time Valdes had done a long Hobie Cat cruise in the Sea of Cortez, but he's not doing any more. "Next time I'd like to go aboard a 50-footer with an engine," he says. "There either wasn't any wind at all and we had to paddle, or there was so much wind we were in danger of capsizing more than the one time we did."

Duncan Ross and Olivier Schaller, on the other hand, have a totally different take on cruising very small cats — and across open water, too. They sailed **Enya**, an 18-foot cat that Olivier designed and built of tortured ply, from St. Martin in the Eastern Caribbean to Havana, Cuba. It was only 1,800 miles, and the guys covered it in 66 days with endless stops. Ross and Schaller had a terrific time, especially when they got to the nearly virgin shallow waters inside the reefs on the north shore of Cuba, and when they found they'd arrived in Havana just in time for Carnival.

A word of caution about joining people in **small sailboats for trips to carnival** on different islands: That's what five young guys from St. Lucia did on February 12. Unfortunately, they didn't have a sail, just an outboard — and it soon ran out of gas. Having no radio, no flares, and no food, they drifted hundreds of miles west toward empty center of the Caribbean Sea. Somehow they managed to survive for 15 days, at which time they were spotted by a passing ship. Were it not for that stroke of luck, they would have drifted another 800 miles to Panama.

Last month we had a *Changes* from Jerry and Sue Knecht, and John McVea of the San Francisco YC-based **Moody 425 Nightwatch**. The Knechts wrote about the advisability of completing a circumnavigation — they were nearing the finish of theirs — in just two years. Almost everybody takes three years to do the 25,000 miles or so, and many take five to seven years. The Knechts wrote that two years is just fine — if you enjoy moving along.

Just as we were putting this huge issue to bed, we got a call informing us that the Knechts and McVea would sail beneath the Gate on March 22 — a couple of weeks



RICK KLEIN

*Sixty-nine and going strong! Fritz Warren tickles one of the many friends he made in the course of two circumnavigations with his Celestial 48.*

ahead of schedule. Because of deadline pressures, we couldn't greet them, but hope to have a report next month.

As we glanced through the last of this month's mail, we were stunned to discover that another Northern Californian — Hans Vielhauer of the Penngrove-based **Cal 40**

*The Jacksons of 'L'Equipe' say the sceptre reveals Neptune's gender. Either he's got multiple penises or she's got perky udders.*



L'EQUIPE

**Chaparral** — had also completed a very, very fast circumnavigation. Vielhauer, who must be in his late '60s, left San Francisco in May of '95 — a month later than the Knechts — and returned home last August. That's a 15-month circumnavigation! In a way, we're not surprised. Vielhauer has done at least three TransPacs, and is notorious for crossing the finish line, coming ashore for a shower and a bite to eat, then going right back to his boat — and California!

We plan on making a circumnavigation ourselves before too long, but we intend to take at least *twice* as long as Vielhauer and the Knechts combined. In any event, congratulations to both the Knechts and Vielhauer, from whom we hope to have more details next issue.

Hang on, but the following item almost eclipses the previous two! In 1986, former Sausalito Mayor Fritz Warren — now 69 years young and still going to the top of the mast — went to China and bought a Celestial 48 he named **Truly Fair**. He sailed the boat to Singapore to meet up with Joanne Livingston, the woman he's lived with for many years. The two of them spent the next seven years sailing around the world. When they finished, Warren sailed the boat back to China, had the engine replaced, then crossed the North Pacific to Japan, British Columbia, Alaska, and back to his home in Sausalito.

It wasn't long before Warren, then 66, got restless and decided a little jaunt to Bermuda would suit him fine. By the time he got to Bermuda — after stops in places like Cuba — he figured he was almost to Singapore, so why not complete a second circumnavigation? He did that last year.

After putting the boat on the hard for six months 10 miles from Singapore at the Sebana Golf & Marina — an enormous and beautiful development in Malaysia — Warren needed to bring the boat home so he could assume of the post of president of the local Rotary Club. So after sailing up to Brunei and around Borneo, he and his crew — Rick Klein of Stinson Beach and Dr. John Wellington of Sausalito and Sonoma — sailed across the Pacific at 5°N — in order not to get hit by any cyclones. Once they reached 160°W, they cut north to Hawaii where the boat is now. If you've always wanted to do an ocean passage aboard an experienced boat with an experienced skipper, be advised that Warren is looking for crew for the trip back from Hawaii. He's listed under 'Looking For Cruising Crew' in this month's Cruising Crew List.



When Livingston happened to stop by our office to report the news, we asked her what places she liked best during her times aboard the boat. "I liked it all!" she responded. "But Turkey was the best of the Med; Sri Lanka is one of the most beautiful places in the world; and I loved Phuket and adored Indonesia."

"We're sure that in some circles there are heated debates as to Neptune's gender," write Stewart and Josie Jackson of the Westbrook, Connecticut, based *L'Equipe*. "On a recent trip from Bali to Singapore we crossed the equator for the second time — and took the accompanying photograph. We'll let you be the judge which gender 'Neptune' is — although the style of scepter might be a dead giveaway."

"Incidentally, we left the East Coast in '90, and having just passed Singapore are only half way around the world. It's taking so long because we're doing things like staying in Thailand and Malaysia for a year — and might even double back to see Borneo, Sarawak, Saba, and so forth."

Sam Vahey, veteran of the first two Singlehanded TransPacs in '79 and '81 with the Ranger 37 *Odysseus*, moved from Sausalito several years ago and now has places in Oregon and Lanai. And he's one of the fortunate few to have a berth at Manele Bay. After five months of cruising the Hawaiian Islands this winter, Vahey's verdict is: "Fabulous! Perfect!" He also reports that the state of Hawaii has received a proposal from a company to privatize all the state's Small Boat Harbors. If you've ever been to the Ala Wai in Honolulu, you know there's plenty of room for improvement. More on this next month.

Rich and Bonnie Perenon of Alameda recently celebrated their 50th wedding anniversary. The graduates of Alameda High School shared a dream of cruising, and to that end purchased an Alberg 35 they named *Peti Bebe* in 1972. They sailed the boat throughout the Pacific from '82 to '94, and have many cruising friends. Even though the Perenons replaced their sailboat with a 38-ft powerboat, they still get our congratulations.

Talk about different ends of the spectrum! *Adventure Cat*, the Hughes 55 catamaran that's been doing Bay charters out of San Francisco's South Beach Marina for the last several years, spent this winter doing day charters out of Marina Mazatlan. Their primary competition? A replica of Columbus' *Santa Maria*. *Adventure Cat* should be back on the Bay this month and will soon be chartering out of Pier 39.

Speaking of *catamarans*, you'll be



SU BRODSKY

*'He' looks, dresses, and plays an instrument like an 'Abo' — but it's more than likely an Aussie woman trying to put the fake in.*

seeing more all the time. Next month we'll have a feature about a 55-ft cruising cat that's days away from completion in Yuba City, and if you've read the rest of this issue carefully, you'll know that **Warren Buffet**, investor par excellence, has become a partner in an 82-footer that will be based in Santa Barbara. And further, that **Bill Gates** and an employee of Buffet's are thinking about having a 120-footer built. It's said that

the best way to make a small fortune is by starting with a big one and buying a boat; but somehow we don't think that applies to Gates.

As we reported earlier in *Changes*, cyclone **Justin** hit the Queensland coast of Australia with 90-knot winds last month. *Justin* wasn't the only storm to rock Oz, however. In early March, it was discovered that the acclaimed Aboriginal painter Eddie Burrup was actually . . . Elizabeth Durack, a woman of Irish descent! And just days later it was discovered that Wanda Koolmatrie, supposedly an 'Abo' woman who wrote the award-winning autobiography *My Own Sweet Time*, was actually Leon Carmen, a 47-year-old white boy from Sydney! And we thought we had all the gender benders here in Northern California. Carmen said he did it because it was because politically correct publishers and awards judges discriminate against white men in favor of females, Aboriginals, and immigrant-descended writers.

How far is it to **Nuku Hiva**? San Francisco to **Nuku Hiva** — 2,975 miles. Los Angeles to **Nuku Hiva** — 2,845 miles. San Diego to **Nuku Hiva** — 2,820 miles. Cabo to **Nuku Hiva** — 2,605 miles. Puerto Vallarta to **Nuku Hiva** — 2,655 miles. Acapulco to **Nuku Hiva** — 2,840 miles. Panama to **Nuku Hiva** — 3,775 miles. So now you know.

John Roop and his wife Lindy Kurle plan on getting it right with their Stevens 47 **Menagerie** this time around. A couple of years ago, they left San Diego after Christmas, got as far south as Z-town, but had to be home with the boat in San Diego by March. "What a mistake — it was way too fast!" says John. So when they cruise to Mexico, the Caribbean, and the East Coast this time, they'll take at least a year. They'll also take their two boys; Keenan, 9; and Erickson, 4. The family will start off with the *Baja Ha-Ha IV* in late October.

If you're one of the lucky folks cruising Martinique this June, think about becoming part of the 1st Annual **June Regattas**. The people and businesses of Martinique, as well as French Tourism officials, are giving the event — which we presume is their answer to Antigua Sailing Week — lots of support. For information, call (800) 391-4909 or surf to <http://www.martinique.org>.

**Two requests:** 1) If you're flying to meet a boat is some distant part of the world, please take a handful of *Latitudes*. Cruisers are dying for them. 2) If you send in a *Changes*, please — we're begging now — include a head and shoulders photo of at



# CHANGES IN LATITUDES

least a couple of principles in the piece. People — ourselves included — want to know what you look like.

Norman Bennett reports that he's offering a free week of berthing at his Club Nautico Marina in Cartagena, Colombia, for everyone participating in the **Cartagena Regatta**. The event starts May 10, and if you're anywhere in the region you won't want to miss it.

Carcasses of marine mammals such as **dolphins are continuing to wash ashore** along the Sinaloa coast of Mexico, which is between Mazatlan and San Carlos. The suspected cause of death of sea lions, whales, and giant squid is chemicals used by drug traffickers to mark their shipments!

Movie madness! Earlier this year, lovely and normally tranquil **Tenacatita Bay** — a cruiser favorite — on mainland Mexico was briefly transformed into New Caledonia, circa 1943. The reason? To use it as a set for the upcoming *McHale's Navy* movie that's based on the ancient television show. The crew left behind a grand colonial building — or actually the facade, as there was no interior. Leave it to the resourceful Mexicans,



*Semi-virtual reality: Hollywood transformed tranquil Tenacatita Bay into New Caledonia for the filming of 'McHale's Navy'.*

who turned it into a restaurant that is fast becoming a cruiser hangout.

And down in **St. Martin**, Hollywood was spending a reported \$100 million to film a sequel to *Speed*. This time the vehicle in

distress is a cruise ship rather than a bus. You should see the mess when it crashes ashore at Marigot Bay! Lost movie props — such as a fake anchor for a cruise ship — apparently caused quite a bit of mirth. One morning someone from the movie got on the cruiser net and asked if anyone "had seen a 10 foot by 5 foot anchor floating around".

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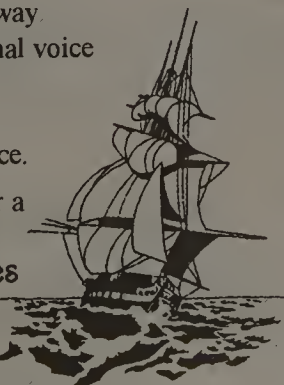
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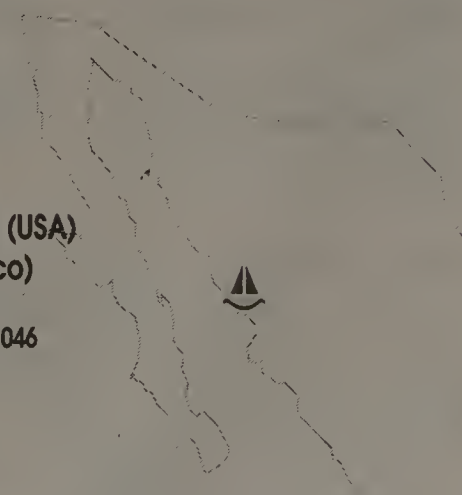
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**LASER.** Stiff hull w/new spars, rigging & sail. Includes radial rig. \$1,100 firm. (510) 672-3178.

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**C & C 24, 1977.** Great shape, well maintained, hauled 4/96. '93 Evinrude 8 hp. Sails: 75%, 90%, 120%, main & 2 spinnakers all good. VHF, 2 batteries w/charger, lines led aft, roomy interior, sink, Porta-Potti. \$5,000. Contact Dan days at, (415) 738-2374 or (415) 375-4546 eves.

**MONTGOMERY 17, 1979.** Trailer, new Mariner 4 hp o/b motor, 4 sails (main, 2 jibs, spinnaker), anchor, ladder, 4 life-preservers & Porta-Potti. Moored at Lake Tahoe. \$7,000. (702) 852-6640, message.

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**CATALINA 22, #391**. Swing keel w/trailer, great shape (trailer needs paint), lots of upgrades, fully equipped for weekend cruising, 3 jibs, main & spinnaker, 6 hp with 2 tanks, VHF, 2 anchors, head, galley, ice box. \$3,900 obo. Contact Dave, (408) 646-1349.

**SANTANA 22**. Several sails, owner transferred. \$2,800 obo. (415) 282-0474.

**24-FT COLUMBIA CHALLENGER**. 1965 plastic classic, stable, strong Bay racer/daysailer. Active class assoc. provides fun one-design racing, assures lasting value. Fixed keel, 7-1/2 hp o/b, spinnaker, 3 jibs, VHF, Loran, knotmeter, lots of equipment, upgrades. \$2,150. Contact Wayne, (408) 453-0467 wk or (510) 889-9216 hm.

**COLUMBIA 22**. Very good original condition. New custom cushions throughout, 2 headsails, new main, recently serviced Johnson 6hp longshaft, new keel bolts, etc. \$3,500 obo. Call (415) 774-2712 dys or (415) 563-1809 eves.

**RANGER 22, 1978, VOLANA**. recent new gel coat & standing rigging. 4 sails, 3.5 hp Nissan engine. Trailer. All fresh water history. Fresno. \$4,500 obo. (209) 435-2950 msg. or eves.

**J/24, 1981**. Great racing/daysailing & learning boat. Excellent condition & lovingly maintained. 3 sets sails. New Awlgrip deck, fared keel, epoxy bottom, dry sailed. Harken windward sheeting traveller. Navico system 200 knot speed/log. Seagel battery. Includes 5 hp Nissan & Trailrite trailer. \$9,000 obo. (408) 427-3934.

**O'DAY 22, 1974**. Shoal draft, recent bottom paint, good condition. Trailer, new Johnson 6 hp w/warranty, new battery, anchor w/rode, 2 mains, 3 jibs, depth, speed, knotlog, tiller tamer, ladder, dinette, Porta-Potti, compass. Stockton. Contact (209) 464-9904 days or (209) 931-6310 eves.

**"CLASSY" CATALINA CAPRI 22, 1988**. Wing keel, exc condition, new mainsail, extras, gray tones. Very nice boat. \$8,000. (916) 268-0766.

**ERICSON 23**. Needs refitting. Has rebuilt Yanmar YSE8 horizontal diesel. 0 hrs on motor, all receipts & manuals. Bow pulpit, dodger, folding prop, Barent anchors, Harken blocks, radio, depthfinder, Bruce anchor, cast iron keel. \$5,000 obo. Call (415) 851-4092.

**CAL 24, 1984**. Fixed keel, Furlex roller turling w/150% furling genoa, 6 hp Johnson longshaft. Handheld VHF, Autohelm, depthsounder, reupholstered, cockpit cushions, AM/FM cassette, pull out galley, etc. Very good condition. \$5,000 obo or trade for ? (510) 754-0371.

**WEST WIGHT POTTER 15, HULL #1284**. 2 hp Honda & trailer. Very little use. Amazingly stable self-bailing boat. Sleeps 2 6-ft adults. \$2,500. (707) 795-0324.

**MacGREGOR 22, 1986**. Clean. Completely rebuilt 9.9 Evinrude motor & trailer included. One main, 2 jibs, galley, Porta-Potti, 5 lite jackets, VHF radio. Sleeps 4. Bottom has been gel coated twice in past 5 years. Must see! \$2,800 obo. Contact (510) 757-2191.

**BEAR 23, #61**. San Francisco Bay classic woodie with active racing fleet & loyal following. Excellent condition! Built 1938, stored 50 yrs prior to finish & launch. \$7,000 obo or interesting trade. Call (209) 465-0659 eves.

**CATALINA 22, 1987**. Fixed keel, pop-top with new enclosure. 6 hp Sailmaster longshaft with alt. 30 hrs. 110%, 90%, VHF, KM, DS, AP, potti, boomvang, adj backstay, 4 Lewmars. Interior like new, exc cond. Prime Coyote Pt. slip. \$6,850. (415) 592-6395.

**J/24, 1979**. Owners since 1980. New mast, standing, running rigging, lifelines, '95. Faired hull, keel, new rudder. East coast built. Only class raced '81-'85. Many custom machined parts (class legal). Trailer & o/b. \$7,000. (510) 865-6641.

**RANGER 23, 1974**. Great Bay boat in excellent condition. Includes main, 2 jibs, VHF, 6 hp Evinrude o/b & more. Ready to sail & enjoy. \$5,500. Phil, (415) 695-9409 eves or (415) 905-2110 days.

**GLEN-L 17 SLOOP W/TRAILER**. Cuddy cabin sleeps 2, lots of storage. Main, jib & genoa. Swing keel & kick up rudder, only 1.2 ft draft. Lightweight for effortless towing. Good condition. \$1,950 includes 5.5 hp Johnson o/b. (707) 887-1835.

**CATALINA 22, 1987**. Swing keel, sleeps 5, pop-top with enclosure, mainsail, jib, mainsail cover, alcohol stove, sink, Porta-Potti, curtains, VHF radio, cockpit cushions, bow & stem pulpits, 7.5 Honda o/b. DHL trailer. \$7,600 obo. Call Mike, (916) 739-1858.

**CATALINA 22, 1981**. Swing keel, pop-top & cover, pullout galley, lights, DS, KM, VHF, battery, pulpits, lifelines, 5 hp, anchor. Good sails, trailer w/brakes, boat is in great shape. Everything you need. \$4,000. (415) 728-5445.

**ULTIMATE 20, 1994**. Galvanized trailer, a real value at \$10,000. Call Lake Tahoe. Telephone: (916) 525-0745.

**SANTANA 22, 1971**. Main, 125%, 92%. Johnson 6 hp o/b. Bottom painted, Awlgrip hull 7/95. No blisters. \$2,000 in upgrades last yr. New rigid boomvang, running rigging, compass, nav lights, tuse box, battery. \$3,500. (510) 885-1543 or grmw@sj.bigger.net

**CAL 20**. Sparkling. Much near new equipment including standing & running rigging & rig tuning by Seal's Cal 20 Service. Mast/boom repaint by Svendsen's. Also: Evinrude 6 hp longshaft, yard trailer, cover. See at Alameda Marina. \$2,000. (510) 655-0705.

**VENTURE 21**. Great day sailer ready for lake or Bay. Fiberglass, swing keel, o/b motor, trailer, 4 sails & many extras. Very good condition. Asking \$2,000 obo. Jim, (916) 331-5944.

**HOLDER 20, Confederacy of Dunces**, hull #58, is reluctantly for sale due to partnership literally going south. Only sailed in 4 regattas, so 3 of the 4 racing sails are essentially new. Nice trailer, speedo, many upgrades. Try \$5,000. Call Rob, (415) 331-3134 or Jim, (714) 974-7372.

**25-FT FOLKBOAT, 1960**. Denmark hull #60, *Kestrel* by Brandt-Moller. Well cared for, respectable race history (sailed gently by Danish womens team in last Intl regatta). Extras include rebuilt o/b, full cover, spare jib, battery operated autobilge, Danforth & line, berth cushions, vests, etc. Girlfriend says "me or her", I bought the ring! \$4,000 obo determines the size of the rock. help John W., (415) 454-7000 wrk or (707) 935-8502 hm. Berthed San Rafael.

**WEST WIGHT POTTER 15, 1996**. Hull #2248. 3.5 hp Tohatsu motor, trailer, Porta-Potti, antifouling paint, lines lead aft. More. Better than new. Reduced to \$5,500. Telephone or fax Ellen at, (415) 435-2453.

**CATALINA 22, 1972**. Swing keel, great condition. Includes 90% jib, full jib, 150% genoa, main w/reef, spinnaker. Porta-Potti, 6 hp o/b, 2 yr old standing rigging, marine radio, etc. Clean inside. Berthed in Alameda. No trailer. \$1,800 obo. Call (510) 791-2314.

**MELGES 24, USA 1**. This boat is fast, excellent condition, brand new sails & one practice set, full cover, Sailcomp, o/b, trailer, spectra sheets & halyards. Hull is one of the most fair ever built. \$30,000. (805) 484-5754.

**18-FT MARSHALL SANDERLING**. Gaff rigged catboat. New mast, new dual axle heavy duty trailer. Electrical system, stereo, oak cabinets, Bruce & Fortress anchors. Full page listing of extra gear. Presently located in Baja, can relocate. \$9,500 obo. Ken, (907) 248-9069.

**SANTANA 2023C, 1994**. Shows as new. Water ballast. Supersailing, easy trailering. Deluxe interior: opening ports/hatch, pop-top, teak. North sails. Roller furling. '94 Mercury 5 hp, '94 trailer. \$15,450. Will deliver. Trade for 30 ft + sailboat. (541) 687-9329.

**ISLANDER BAHAMA 24**. Great weekender. In the family 20 yrs. Honda longshaft 10 hp, low hrs. Alcohol stove, Sutter sails. Simple, solid classic. Excellent original condition. Located in Delta berth. \$2,500 obo. Contact Barry, (916) 961-2545 or (415) 789-8763.

**J/24**. Looking for a good home for '81 #3003 with trailer & o/b. Proven racer. Mostly lake sailed. Good condition. Leave message, (513) 563-6091 ext. 223 or (513) 271-2908 EST.

**22-FT US YACHT, 1982**. 8 ft beam, very roomy inside. Has stove & sink. Sleeps 4, comfortable. Ready to sail. \$3,500. Good sails. Telephone: (510) 653-1724.

**YAMAHA 24**, quarter ton. Great race, daysail or weekender. Large cockpit & surprisingly roomy cabin. 14 bags including 3 spinnakers & new Genesis main & jib. New Honda 8. Consider smaller trailerable in partial trade. \$5,600 obo. (415) 459-7953.

**ISLANDER BAHAMA 24**. Sturdy, stable, full keel. Well rigged w/all lines led to cockpit. Fun to sail, handles like a dream. Equipment includes 5 hp o/b, spinnaker & all gear, depth gauge, VHF, main, 2 jibs & more. (415) 206-6563, weekdays.

**23-FT ERICSON**. Main, genoa plus roller turling hardware. Bottom, topside, non-skid done 6/96. 7.5 Evinrude o/b. New electrical 2/97. Portable head plus many extras. Great boat, but must sell. Bargain price \$1,850 obo. Robert, (707) 374-6098.

**MELGES 24, HULL #70**. Very clean white hull, light gray deck. Trailer, North main, Sobstad jib, Grillon spinnaker, pulpit, KVH compass, speedo, deck cover, tapered Spectra spin sheaths. Good race record-National Champion. Freshly painted foils & spar. \$31,500. Brian, (800) 609-3124.

**CATALINA 22**. From the bottom: a custom barrier coat, epoxy racing hull & swing keel (it all looks like polished ivory). Custom rigged for cruise or race (singlehand), beginner or advanced, solid strut vang, all Harken hardware, selftailing winches, lines aft. New North Regatta sails, quality cruise sail inventory. Stereo, depthfinder, compass, KM, VHF, GPS, AP. Great family cruising Delta, Tahoe, San Juan Islands (trailer included) or berth on Lake Oroville. Great race performance (twice 1st place in 26 mile Konocti Cup Race, division A against approx 50 yachts-48 were left behind, combines boat speed & PHRF). \$12,500. Contact (916) 533-4897.

**ISLANDER 21**. Good solid boat, heavy keel, 3 sails, 7 hp Evinrude longshaft, good condition. Had rudder post overbuilt & transom redone, hauled & painted August. \$1,995 obo or trade for smaller trailerable sailboat. (415) 927-4942.

**18-FT SPACE SAILER, 1979**, and trailer. Fixed keel, fast, new standing rigging & turnbuckles. Fenders, nylon & chain rode & anchor, vest. Small cabin & cushions. \$1,800 obo. Please leave message, I will return your call. Bob, (408) 730-2239.

**O'DAY 19, 1979**. 4 hp o/b, galv EZ-Loader trailer. New: fully battened sails, mast, rigging, Porta-Potti, anchor. \$3,000 obo. (510) 741-7216.

**C & C 24, 1976**. Good shape, 1 set sails & DRS, 12 hp o/b. Berthed in fresh water. Sleeps 4, stove ice chest, head, VHF, safety equip. \$3,200 obo. Mickey, (510) 790-6037.

**WEST WIGHT POTTER 15, #2059, 1994**. Excellent condition, like new. Jiffy reefing, sail slugs, halyards lead into cockpit, pulpits, ladder, 3.5 hp Tohatsu o/b. Cabin & running lights, galv trailer, many other extras. \$4,995. Greg, (510) 790-1228 or email: GKYKOI@AOL.COM

**CAL 20, HANA PAU**. Many times season champion. Good sails, slick bottom, dry sailed, o/b with trailer, \$4,500. Without, \$4,000. Contact Hester, (415) 388-5116.



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**ISLANDER BAHAMA 24.** Pilothouse w/6 ft headroom. New: paint, cushions, curtains, battery, wiring, backing plates, lifelines. Inside steering, Edson wheel, all lines aft. Johnson 6, Porta-Potti, thru-hulls, clubbed jib, 2 mains, 2 jibs, extra winches. \$3,950. (415) 456-2022.

**O'DAY 22, 1977.** Shoal keel. Built by Pearson yachts, on a trailer, with like new 7.5 Mercruiser. This is a quality boat in excellent condition. Well built with a beautiful interior cabin. 3 bags of sails. \$3,700. (415) 563-3747.

**GLADIATOR 24.** 4 sails, 6.5 hp o/b, head, strong hull, spacious, clean, 2 survival suits, lifevests, very stable. Berthed in Berkeley at C-24. \$1,300 or trade for motorcycle. (510) 410-7233.

## 25 TO 28 FEET

**CATALINA 25, 1984.** Fixed keel, traditional cabin, meticulously maintained, many upgrades inc. pop-top, VHF, stove, main, jib & 155% genoa, spinnaker & gear, 5 winches, lines led aft, new cushions, canvas & curtains, marine head. 8 yrs in fresh water. \$8,000. Larry, (510) 837-3190.

**28-FT TRITON.** Classic racing & cruising boat. Comfortable interior. Kept mostly in sweet water. Good sails. New dodger, VHF radio & new windows. Excellent ground tackle. Active local & national fleets. Many extras. \$10,500. Contact (916) 334-8597.

**CAL 2-27, 1977.** Rig for singlehand sailing. Sail in good condition, VHF, Yanmar diesel, Autohelm, Loran. \$10,000 obo. (408) 251-6436.

**25-FT NORDIC FOLKBOAT, US 115.** Built new 1992. Glass hull. Custom wood deck, cabin, cockpit, interior. Minimum weight, frequent winner in active fleet. 3 suits sails for racing/cruising. Outboard, cover, many extras. Gas House Cove berth #190. \$9,000 firm. (510) 653-8752.

**28-FT BRISTOL CHANNEL CUTTER.** Traditional rig. Beautiful all wood interior. Full headroom, sleeps 4, roomiest, strongest. Classic beauty. Volvo Penta MD7A diesel. Fully equipped & ready. \$65,000. Call or write for photos, survey: P.O. Box 1674, San Pedro, CA. 90731. (310) 833-4491.

**DANISH BUILT DOUBLE ENDER.** Handlaid fiberglass. Very, very, very fast boat. 6 stainless winches, 4 jibs, 2 mains, 2 genoas, 2 spinn, all sails like new. Boat in excellent condition. Set up for racing. Built by Flipper Scow AB, Denmark, 1976. Asking \$7,000 obo. Ole Kolind, P.O. Box 508, Sausalito, CA., 94966 or (415) 332-5007.

**EXCALIBUR 26, 1966.** Upgraded nice original. New mast, boom & all rigging. New main & various sails. Enclosed head, sleeps 5. Two 6 hp Evinrude longshaft o/b's, VHF, \$2,900 inflatable trades or? Jim, (415) 921-5973.

**CATALINA 27, 1973,** with many amenities. Roller furling, jib, genoa, mainsail. Galley w/microwave, refrig & icebox, linens for inside. 15 hp Nissan for leaving the dock. Asking \$7,350 obo. Wants to be loved. Named *Wildwind*. (510) 263-0498 after 4 pm.

**ERICSON 27, 1972.** Motivated seller. 6 sails, great Alameda Marina berth, Atomic 4, new upholstery, extensive equipment list. \$9,395. John, (209) 586-3222 dys or (209) 586-6129 eves.

**CATALINA 27, 1976.** Shallow draft, traditional Petter diesel reconditioned 4/96. Main, 4 jibs, solar charger, updated chain plates, travelers, vang, reef, boarding ladder, chain locker. Custom cabinets, VHF, depth, compass, knotlog. Great for cruising. Moored at Marconi Cove, Tomales Bay. \$10,500. Bob Evans, (415) 663-1156.

**MacGREGOR 26, 1995.** 9.9 hp Evinrude motor, bimini top, splash wrap, Plastimo compass, AM/FM/CD stereo, marine radio. Like new, only used 4 times. Must sell! Moving out of state. Contact (707) 449-4834, lv msg.

**MERIT 25, 1982.** Winner of US Championship '82, two time Trans-Tahoe winner, five time PHRF season winner. fresh water & dry stored. Sobstad (new) & North sail inventory. KVH sail comp, Signet knotlog, Plastimo compass, Harken windward sheeting car, Headfoil II, Kevlar & Technora halyards. North Coast Yachts prepared racing bottom & foils, Evinrude 1/5 4 hp o/b, custom trailer w/surge brakes, custom carbon/epoxy bow pole. Exceptional condition, race ready. \$12,500. Call (702) 746-3068.

**LANCER 28.** Beautiful condition. 3 sails, VHF, 9.9 Honda, stereo, shorepower, battery charger, upgraded electrical, Autohelm TillerMate, new canvas, 8 ft dinghy w/new 6 hp, stove, sleeps 5, 6 ft standing headroom, BBQ, new bottom 11/96. Emeryville berthed. \$12,900 obo. (510) 655-2504.

**NOR'SEA 27, 1990, s/v Quivira.** Beautiful aft cockpit cruising sloop. Many extras. Please call for details sheet. \$45,000 firm. Contact Pat at, (408) 744-0498.

**26-FT RHODES MERIDIAN.** Classic fiberglass sloop. 9 hp o/b, VHF, DS, KM, AM/FM radio. Full keel forefoot cutaway, 2 mainsails, 4 jibs, extras. Berkeley berth. Sturdy & reliable, ready to sail. \$7,000 or will consider trade up (510) 706-1471.

**SANTANA 27.** The perfect Bay/coastal cruiser, pampered by loving owner. Fast, clean, many upgrades & extras. Harken traveler, lines led aft, 10 sails including spinnaker. VHF, Loran, 2 anchors, compass, depth, new keelbolts, recent engine overhaul (9.9 hp extra longshaft Evinrude) & bottom job, new head & holding tank, electric water pump, propane stove, nice interior. Singlehand or bring the family (sleeps 6). A bargain at \$8,100. (415) 883-1907 or email: Karlita@aol.com

**25-FT TANZER.** 7.5 hp Mercruiser, 3 sails, well built, roomy cruiser. Must sell. \$3,500 obo. Also, 25 ft Cal, 2 starting at \$2,200. Both with o/b's. Great buys, need to sell. (415) 892-1369.

**CATALINA 27, 1984.** Diesel, bew batt, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines. Lifesling, main & 120% furling jib, holding tank w/Y-valve, auto bilge pump, Tiller Master. \$13,000. (408) 778-0047.

**MacGREGOR 26, 1988.** Cruising design roller furling, 150% genoa, extra reef points, jiffy reefing, all lines led aft. 9.9 Yamaha 4 stroke w/electric start. 2 gas tanks, AP, compass, depthfinder, stem pulpit. Swim ladder, interior & exterior cushions, 2 burner alcohol stove. Porta-Potti, extra dagger board, tandem axle trailer w/surge brakes and Coast Guard equipment. \$8,500. Contact (707) 443-0226.

**RANGER 26, 1972.** SF rig. Fresh water boat w/ trailer. Very good condition. Fully equipped, ready to sail. New fully battened main plus 5 sails, 10 hp Honda, VHF, new winter cover. Rigged for singlehanding. \$8,500. Erik, (916) 544-1574.

**ORION 27 BY PACIFIC SEACRAFT.** Built 1983. Cutter rigged with new stays, shrouds & chain plates. Arjes windvane, Ham radio, Yanmar diesel & more! Excellent condition. In Honolulu with original owner. \$40,000. Sid, (808) 623-9749.

**CHEOY LEE 26.** Heavy full keel with storm sails, 2 sets of working sails, 150% genoa. Volvo diesel. All in very nice condition. New batteries. Located in Antioch. \$5,000 obo. (916) 974-0577.

**CHEOY LEE 26, 1964.** Volvo diesel i/b. Depthfinder, mainsail, spinnaker, 4 jibs. Sleeps 4, galley w/sink & stove. Porta-Potti in closet. Beautiful. Berthed Vallejo Yacht Club. \$7,500. Call (510) 370-9338 after 6 pm.

**28-FT TRITON, #248.** Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard. Liveaboard headroom, 4 berths, 2 speed winches, main & jib, dodger, new boom & cushions for \$1.41/lb. Contact Myron Spaulding. (415) 332-3721.

**CATALINA 27, 1976.** New main, rebuilt Atomic 4, 3 jibs, epoxy bottom. Wheel steering, VHF, Lewmar winches, bristol. \$10,500. (415) 821-2214.

**ERICSON 27, 1976.** Very nice condition. Atomic 4, VHF, 2 jibs, whisker pole, Autohelm. New batteries, all lines lead to cockpit. \$8,000 obo. (510) 706-9453.

**CATALINA 27.** Dinette, std. rig, yellow hull, new sails '93, epoxy bottom '95, CG equipment, 2 anchors, MOB pole, horseshoe, depthmeter, VHF, stereo, clock, shorepower & safety nets. Barometer, 12.9 Chrysler o/b. \$6,600. Vallejo Marina. (707) 252-3006.

**OLSON 25, HULL #44.** 9 sails, nice Trallrite trailer, VHF, Loran, full Signet Instrument package, all safety stuff, dual batteries, running backstays, etc. Very clean SoCal boat with lots of upgrades. Active & friendly class - hurry, the racing season starts in 5 weeks! Probably the best racer/cruiser design ever in this size range. Have 2 boats, one must go! \$13,500. Contact Rob, (415) 383-8200, ext. 109.

**CATALINA 25, 1979.** In excellent condition, swing keel, dinette style, stored on EZ loader trailer its entire life. 15 hp motor, 25 lb CQR, 4 sails including new 150 Jenny, 2 reefing points, boomvang, whisker pole, VHF, depthsounder, stereo, spare standing rigging, spare keel cable, swim ladder. 2 spare tires, cockpit cushions, heavy duty motor mount, custom hatches, magazine rack, electric waterpump, all lines led aft. Cruise down the highway from Baja to Desolation Sound with this boat. \$10,000. Contact (916) 473-2468 hm or (916) 473-5359 wk.

**BENETEAU F-285, 1988.** 27.5 ft cruiser/racer, shallow draft keel, wheel, diesel i/b, sails 3 yrs old. Overall very good condition. At Lake Tahoe. Asking \$21,000. (510) 820-6279 or (408) 988-3980.

**26-FT CLIPPER MARINE, 1973.** Fiberglass sloop, swing keel, pop-top, galley, head, electric start 9.9, with trailer. Excellent condition. \$4,000 obo. (408) 662-9572.

**CS 27, 1982.** Yanmar diesel, VHF, KM, DS, tiller, Autohelm, battery charger, 2 burner stove, 2 sinks, pressure water, shorepower. Marine head w/holding tank, sleeps 5, no exterior teak. \$14,500. Call (510) 864-9034.

**ISLANDER 28 SLOOP, 1976.** race rigged, good electronics, lots of sails. Volvo diesel. Clean. Just refastened. \$15,900 obo. Dick, (415) 355-6080.

**27-FT CORONADO.** Great condition. Honda 9.9 four stroke, main, 2 jibs & genoa, VHF radio, AM/FM cassette w/remote to cockpit. Knot & depth meters, compass, shorepower, 6 ft headroom. Great for liveaboard & Bay sailing. Recent survey. \$4,200. (408) 249-1684.

**COLUMBIA 28, 1969.** Volvo MD-2 17 hp diesel '88, new rig '95. AP, dodger, new compass, depthsounder, etc. \$8,000 obo. Must sell. Call (510) 658-2335.

**ERICSON 27, 1971.** Atomic 4, new exhaust, Martell folding prop. Sleeps 5, sink, water system, 2 burner stove. VHF, depthsounder, 5 sails, whisker poles, 6 Barent winches. All lines lead to cockpit w/teak grates and cushions. \$10,500. Contact (415) 343-4278.

**CATALINA 25, 1982.** Fixed keel. Excellent condition. Just hauled & bottom painted. 110% & 150% jib, 7.5 hp Honda. Berthed at Richmond Marina Bay. \$6,000. Contact (916) 441-1584 days or (916) 662-1512 eves, ask for Steve.

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**28-FT PEARSON, 1977.** Project boat. 10 hp diesel, tall mast. Headroom forces sale. Located near Eureka. \$4,000 obo. (707) 839-2421.

**HUNTER 27, 1990.** Beautiful, well maintained. Bottom painted 4/96. Interior like new. Long double master berth, 6'1" headroom, many extras. All lines lead to cockpit. RF, lazy jacks, dodger. Tohatsu 9.9 w/remote start. Tiller, micro, DS, radio/tape, VHF. Never chartered. \$18,499. Call (916) 791-5669.

**28-FT CAL, 1968.** Excellent, immaculate condition. Sleeps 6, new interior, 6 sails, 7.5 Honda, 9 ft beam, tiller steering. VHF, stereo, stove, battery charger. Ready to sail. Berthed at Marina Village, Alameda. \$8,000 firm. (209) 533-1732.

**CAPE DORY 28, 1978.** A beauty. New England quality, Alberg design I/g, full keel, excellent sailer, easily singlehanded. Safe & strong 9,000 lbs. Volvo diesel 500 hrs, wheel, very clean, full headroom. VHF, DS, KN, radio/cass. Windlass, 8 bronze opening ports. Pictured in *Latitude* Feb pg 85. Sausalito berth. Call for pictures & spec sheet. Always ready for a test sail. \$23,000. Contact (415) 563-6234.

**CAL 25.** Deep keel, sleeps 5, o/b, 5 sails, new. Galley, head, depthsounder, compass, Danforth anchor, all cushions, life jackets/vests, good hardware, rigging, lines. Sails beautifully. Will finance. \$4,500 obo. Bob, (510) 229-4902.

**28-FT SAN JUAN.** Diesel, autopilot, roller furling, Electra San head & 3 axle steel trailer. \$10,500 boat. With trailer, \$15,500 firm. (800) 331-7626 or (916) 791-0362.

**HUNTER 28.5, 1985.** Beautiful. Teak interior. Well maintained fresh water boat. Recent haulout. 4 sails. Loaded, dodger, full canvas w/cushions, microwave, refrig, stereo, auto, depth, KM, 3 batteries/charger. Engine 16 hp Yanmar. Lots of goodies. \$22,950. (916) 427-3306.

**26-FT SIERRA CLASS WOODEN SLOOP.** Well maintained. Hauled 3/97. Great Bay boat. Depthsounder, knotmeter, 7.5 hp o/b & boat cover, plus extra jib. (415) 388-5780.

**ERICSON 27, 1974.** New in '92-'94: Standing & running rigging, North FB mainsail, North RF ST jib, electrical, propane stove, AP, dodger, 13 lines led aft, all Harken equipment. Beautiful but needs work on Atomic 4. \$8,000 firm. (510) 536-9378.

**25-FT FOLKBOAT, BRANDT-MOLLER,** Denmark, 1958. Wooden classic, very sound. Race or cruise. 3 sets of sails, engine mount. Sleeps 2, due for haulout, routine refinishing. \$3,000 obo. Ed, (510) 933-5222.

**O'DAY 27, 1976.** Well equipped & ready to go. Recent survey. Great Bay & Delta cruiser/racer. Offered at 50% of survey for quick sale by RYC Foundation to raise funds for charitable work. (510) 283-0394 or (510) 223-1286.

**ISLANDER 27.** Main, 90%, 150%, spinn, o/b with inside controls. \$5,000 obo. (415) 578-3110.

**CORONADO 25.** Excellent day sailer w/Evinrude 9.9 hp, VHF, compass, depthsounder, knotmeter, built in charger, 2 deep cycle batteries. Stereo, sink, water & holding tanks, full sail inventory, all halyards led aft. Some cosmetic work desirable. Best offer over \$1,500. Richard, (415) 435-0143.

**CATALINA 27, 1979.** Atomic 4, roller furling jib, epoxy bottom. Ex condition. Lots of extras. \$8,950 obo. (415) 344-3506.

**CATALINA 27, 1971.** 3 sails, 2 yr old o/b Johnson 9.9 hp sailboat motor, cushions in excellent condition, sleeps 6, very clean. Pier 39. \$5,500. Rob, (415) 826-8788.

**CATALINA 250, 1995.** Largest 25 ft waterballasted trailer/sailer. New condition (used only 3 months). Loaded w/factory options totaling \$3,555. Wheel steering, large comfortable cockpit, swim ladder, lifelines. Full batten main, roller jib, canvas covers, swing keel/kickup rudder. Roomy interior sleeps 4+, enclosed head, Porta-Potti, large settee seats 6, stowable dinette/cockpit table, sink, butane burner, ice chest. \$17,550. New Honda 8 hp (quiet, non-oil burning), \$1,350. New galv tandem axle trailer, w/surge brakes, \$2,700. Tow w/mini-van, SUV. Cruise Mexico, Lake Tahoe. NW via highway. (415) 389-8964.

**CORONADO 25.** Custom mast plate, double lowers, 3/16 rig, custom galley, alcohol stove, solar panel, jiffy reef, 6 hp o/b, bow pulpit/pushpit, lifelines, weathercloths, new cushions, depthsounder, knotmeter/log, VHF, Autohelm, deep cycle battery. \$2,900. Contact Pager #, (415) 908-8958.

**NEWPORT 27.** Great Bay & Delta sailer. Nice inside/out, standing headroom, enclosed head w/ holding tank, shorepower, pressure water, stove. No blisters. Atomic 4 just serviced; roller furling, 5 sails including spinnaker. DS, KM, VHF. \$7,500. Francis, (415) 255-0250.

**BRISTOL CHANNEL CUTTER, 1977.** Sam Morse hull/deck, teak exterior, new Perkins 3 cyl w/MaxProp '95, new stainless water tanks & aluminum fuel tank. Cruising vet with lots of gear. \$45,000. Located San Rafael. (607) 754-9242.

**HAIDA 26.** NW or Baja! Trailerable & ocean capable! Ray Richards design, 1984 refit. 10 hp diesel, rudder, interior, sails, rigging, spacious teak interior, trailer available. \$9,900. Yanmar 34 hp diesel, excellent \$2,900. (415) 331-7576.

**ISLANDER 28, 1979.** Original owner. Volvo diesel, new sails, new rigging, selftailing winches, autopilot, marine head w/holding tank. Ex condition. \$18,500 obo. (415) 344-3506.



**CATALINA 27, 1976.** Excellent condition. National Champion. SF fleet champion several times. Fastest Catalina 27 on the Bay. Tricked out. Harken & custom hardware. Upgraded winches. Pineapple sails. All lines led aft. Quick reefing. VHF, knotmeter, depthsounder. (510) 268-0544.

**NEWPORT 27, 1977.** Excellent condition. Bimini top, steering wheel, new sails, furling jib, new bottom paint. Great craft, must see. Extras. \$10,000 obo. (415) 382-7826.

**HERRESHOFF ROSINANTE, Wizard Of Bristol.** 28 ft canoe stern wood ketch. New full battened sails. Very fast. Full boat cover. Alameda berth. \$7,500. Adrienne, (510) 644-3256.

**25-FT OSTKUST SLOOP.** Swift, graceful, sturdy on the Bay. Sleeps 4, galley, 6 hp Seagull. Full boat & sail covers. \$4,500 or best offer. Contact (415) 332-4651.

**WATKINS 27, 1978.** Sloop. Fair condition. Sausalito berth. \$8,000. (415) 922-1349.

**CAL 28.** Jensen marine, i/b diesel, new full batten main, strong hull, headroom, 4 headsails, teak deck, Autohelm, VHF, knot, depth. Extra folding prop, twin batteries, 2 anchors, bilge pump, sink, legal head, ship to shore AC power. \$11,500 obo. (415) 346-1194.

## 29 TO 31 FEET

**C & C 29, 1978.** Very clean high quality racer/cruiser, fully rigged, all lines led aft, double head/ail, 3 jibs, 3 spinnakers, GPS, VHF, KM, WS, WP, lifelines, lazyjacks, double lifelines, wheel, Yanmar 15 hp diesel. Located Sausalito. \$21,000. David, (415) 563-6745 eves.

**SAVE DOCK FEES—extend your sailing area.** Buy our Cal 2-29, 1976. Diesel, wheel, speed/depth, VHF, radar, arch, legal head, furling, new cushions in & out. Dodger, cockpit wind curtains, self-steering, documented. Very clean. Ready to roll on its custom made galvanized heavy duty triple axle 5th wheel trailer. Been to Mexico, ready to go again. (208) 529-4048 or roncom@juno.com

**29.5 HUNTER, 1994.** New condition. Yanmar 18 hp diesel, 2 fully battened mains, furling jib, asymmetrical spinnaker, 6 winches, VHF, GPS, KM, DS, WS. Wheel steering, h/c pressure water, propane stove/oven, CD stereo, bottom painted 8/96. \$50,000. (408) 987-6549.

**ESTATE SALE.** Rawson 30, 1965 in tired condition. New engine installed in '86. The boat is located in slip H Loch Lomond Marina, San Rafael, CA. \$8,000 obo. Call after 5 pm. (707) 263-1287.

**OLSON 30.** Rare model with inboard engine & Harken roller furling. Beer Can race special. \$12,500. (415) 383-8200 ext. 111.

**OLSON 30, 1983.** Hull #209, original owner, never raced. Great condition. Dry stored in Santa Cruz. Includes 3/4 spinnaker, full set of working sails & trailer. Single spreader rig. \$16,500 firm. Call (408) 454-3403.

**ERICSON 30, 1968.** Rebuilt Albin engine, new fuel tank, filter system. Sails, Loran, VHF, depth. Dinghy, large list of well maintained inventory. Option to lease slip in SF Marina area. \$15,000 obo. James, (415) 567-9634.

**CAPE DORY 30, 1978.** Maintained to highest standards. Harken roller furling jib, modified staysail, drifter, full batten main, dodger, wheel steering, AP, Volvo diesel, log/speed, sounder, VHF, Loran C. Upgraded 110/12 v wiring, Newmar 110 v charger, standing rigging new '93. A fine yacht. \$36,000. (805) 639-0500 morning-evening.

**YANKEE 30, 1972.** Tabernacled mast, new oversized standing rigging. Excellent cruising boat. Needs engine. Located in Channel Islands Marina. \$11,500. (805) 985-7811.

**NEWPORT 30 MK III, 1982.** Meticulously maintained. Ideal liveaboard. Micro oven, stereo, stove/oven, h/c shower, BBQ, custom cabinets, dodger & bimini, furling main & jib, S/T winches, new lines lead aft. VHF, DS, RDF, low hr diesel, cockpit cushions & table, anchors/windlass, wheel. \$26,900. (510) 655-9469.

**30-FT BODEGA.** Burns designed world cruiser. recently returned from Pacific. New rigging, lifelines, LP topsides, interior upholstery, masthead windvane, VHF, GPS. Since '93: Autohelm 2000, Tridata depth/speed/temp, Furuno radar, Harken furler. Also Aries windvane, mast steps, jiffy reef, 35 CQR (all chain), strobe light, 24 hp Yanmar, solar panel on dodger, Mariner range, plus more extras. No blisters. Must sell. (415) 828-0965 or write, Sea Gypsy, P.O. Box 2069, Sausalito, CA 94966.

**SEA EAGLE 31, 1981** by Stan Hunningford. Little cousin to his Passport 42'. Sturdy construction & a spacious teak interior make her a beautiful cruising sloop or family yacht. many extras, great condition. Asking \$47,500. Call for more info, (619) 756-3931.

**ETCHELLS, USA 283.** Boat in really great shape. Full boat cover. Located at Richmond. New boat forces sale, so greatly reduced to move: \$7,000. This is the Etchells bargain of the year. Contact (415) 940-6158 days or (415) 323-3935 eves.

**30-FT GILLMER CUTTER.** Clipper bow, Taiwan built in 1972. Westerbeke diesel, velvet drive, heavy rigging & lots of teak in beautiful condition. Berthed in Berkeley. \$20,000. Contact voice mail, (800) 605-4820.

**C & C 31, 1975.** 1/2 ton, racing layout, Volvo diesel, complete sail inventory, new main. Great for Bay racing or weekend fun. Bottom painted 10/96. \$11,500. (415) 381-3562 or (415) 389-8881.

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**CASCADE 29**, in final stages of restoration, outside nearly completed. Interior needs some woodwork & finish. Rebuilt Atomic 4. Additional gear, furler, 12v/110v switch panel, 55amp alternator, boat cover. Extensive list of installed gear. Asking \$12,000. Bob, (916) 455-8435 or (916) 737-9854.

**31-FT CHEOY LEE OFFSHORE KETCH**. New sails, rebuilt Volvo MD2, epoxy bottom, LPU topsides (green) & cabin top (white), teak decks. Cofe stove. Pretty, classic pocket cruiser that sails great. \$18,500. (408) 246-3276.

**WILLARD VEGA 30, 1974**. Horizon pilothouse motorsailer, dual steering stations, Perkins 4-107, SS swim ladder, CNG stove, micro, h/c pressure water. Excellent condition. \$33,950 obo. Contact (408) 426-6943, eves.

**NOT YOUR EVERYDAY ERICSON 29**. 2 time Mexico vet, maintained in top condition with lots of cruising gear. 10 sails, AP, wheel & tiller steering, fireplace, etc, etc. Will deliver anywhere. \$17,500. (714) 515-0113 or email: 2097450@mcimail.com

**CATALINA 30, 1980**. One of the best equipped one design racing versions on the Bay. Loran, 406 EPIRB, VHF, dodger, 2 mains, 6 jibs, 3 spinnakers. Brand new Yanmar, battery & wiring. Off-shore able. \$25,000. Call for details & equipment list. (510) 935-4437 or www.nav.org

**RAWSON 30, 1966**. Sloop. Bullet proof cruiser, comfortable liveaboard with good living space. Diesel, good equipment. Need to move onto land fast. Easy sell. \$17,000. (415) 794-9519.

**COLUMBIA 29**. Full keel, sloop, 6 ft headroom, Atomic 4 i/b, 4 sails, new white paint, bottom painted 8/96. Propane Force 10 stove. New DS, VHF, compass, batteries. \$8,000 or trade for 27-30 ft powerboat (eg: Owens, Chris Craft). Contact (415) 221-5058.

**C & C 30, CRINON**. Well known winner, 9 bags of sails, selftailing winches, Harkin furling, hydraulic backstay, wheel & more. Inexpensive racing at its best, ready to race, exc condition. \$16,950 obo. Must sell due to health. (510) 938-9616.

**ERICSON 30, 1969**. Atomic 4, no blisters. Depth, KM, VHF, needs TLC. \$9,500 obo. Call Scott, (415) 873-1203.

**J/29, 1983, BLACK LACE**. Fast fractional racer/cruiser. Several times class champion, rigged for racing but great Bay cruiser. Well maintained. 8 hp o/b. In Sausalito. \$24,000. (408) 765-1240, days.

**OLSON 29, 1986**. Showroom perfect. Complete refit in '89. Sailed & raced in docile So. Cal. 4 sets of sails, 1 set of new (4/96) Ullman Kevlar MDT's & spinnakers: main, #1, #2, #3, .75, .5. New 9/96: halyards, Spectron, Vectran, Technora. New 10/96: hard bottom paint & much more. \$24,500. Bruce, (714) 675-6970.

**HUNTER 29.5, 1996 (NEW)**. Moored in Brookings, OR. Fast boat, fully commissioned, ready to sail. All lines to cockpit. Roller furling jib, full batten main, wheel, Yanmar diesel. Dodger, lazy jack, 3 batteries, battery charger, marine stereo w/4 speakers, VHF, GPS, 16 mile Raytheon radar, Raychart/Seataik/C-Map, AP, wind, knot, depth. Refrig, 2 burner propane stove w/oven. Teak interior, h/c pressure water. Many other extras. \$59,500. Moving to Europe, must sell, make offer. (541) 469-6812.

## 32 TO 35 FEET

**BALTIC 35, 1986**. Performance racer/cruiser. Great aft cabin. Light use, many upgrades. 85%, 95%, 150%, 135% rheadsails. 1.5 oz chute. Teak cockpit & bridgeway. For sale at \$90,000. Call (408) 544-5757.

**NICHOLS 34, 1961**. 80% restored, strong glass overply const., oak ribs, mahogany cabin/interior, new deck, cockpit & cabintop. Good liveaboard. Atomic 4. \$11,000. (415) 648-4283.

**32-FT TRAVELER, 1977**. A Rhodes classic design. Beautiful sea kindly cutter. Roller furling, AP, GPS, LPG, 1500w inverter, cold box. Well outfitted for long cruise. \$35,000. CA. (415) 543-8160.

**BRISTOL 33, 1969**. A great little cruising sailboat, ready to cruise with windvane, spinnaker, roller furling, refrig, watermaker, liferaft, radar & lots more. An Alaska-Mexico veteran, stable & seaworthy, sitting lonely now that we're on land. \$20,000. (408) 441-0655.

**DOWNEAST 32, 1979**. Clean, well maintained cruising cutter. Great liveaboard. Universal diesel, wheel steering, VHF, DS, radar, AP, Loran, refer, h/c pressure water, propane stove/oven. Dodger, covers, windlass, new bottom paint. Asking \$43,000. (805) 644-4084, leave msg.

**CAL 2-34, 1975**. Roller furling jib, diesel engine, 4 cylinder. Clean boat. Asking \$20,000 obo. Call (415) 355-7084 or pager (415) 527-0849.

**HUNTER 33, 1983/86, CHERUBINI**. 6 ft headroom, very low use, 60 original hrs on Yanmar diesel, new sails, dodger, canvas, custom birdseye maple/bubinga interior, strengthened for cruising, many extras. Refrig, HAM, video depth, windlass, diesel stove, wheel steering, etc. Permanent liveaboard slip in Moss Landing, CA. Live on the beautiful Monterey Bay Marine Sanctuary with commute. \$32,000 obo or trade for land on big island Hawaii. Philip, (408) 475-5811 message/fax or email intra@ix.netcom.com

**RAFIKI 35, 1980**. Excellent cruiser & liveaboard, Volvo diesel, AP, 1,000 ft depth, teak deck & interior. Propane stove/oven, h/c pressure water, Brisbane berth, recent extensive survey. \$55,000 obo. (408) 867-9202.

**FAST 345, 1984**. 34.5' Great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious and beautiful interior with aft cabin. Fully equipped. \$45,000. Call us for details at: (206) 528-5794.

**PACIFIC SEACRAFT/CREALOCK 34, 1988**, cutter. Immaculate, only sailed in Hawaiian waters. One owner. Less than 400 engine hrs. Professionally maintained. Roller furling, jib/staysail, full battened main, h/c pressure water, CNG stove, refrig, 4 batteries. \$74,000. (808) 377-1118. Moored Ala Wal, Honolulu.

**PURCHASE, PARTNER OR PART TIME OWNER**. Beneteau 32S5, 1991. Privately owned, immaculately maintained, excellent value, voyage ready, full safety & spares, roller furling, 2 cabins, Virgin Islands with relocation considerations. Decrease your sailing costs. Telephone (612) 483-3982 or chuck@nagle.com

**35-FT CALIBER, 1993**. Quality bluewater yacht. Loaded! Furling main & genoa with cutter rig & spinnaker. Full electronics with radar & AP. AC/heat, TV, stereo, SeaFrost refrig, inverter, micro. Dodger, bimini, elec anchor windlass & much more! (281) 474-7107.

**RANGER 33, 1970**. "Great boat, best buy" says *Cruising World*. Ready to cruise/race. VHF, depthsounder, AP, GPS, speedo, new 150%, 130%, 100% headsail, spinnaker. CNG stove/oven, Universal diesel, holding tank, TV/VCR, inflatable. \$8,000 new interior & more. \$24,500. Days (800) 366-8584 or (714) 723-0279 eves.

**ERICSON 34, 1987**. Beautifully maintained sloop with under 325 engine hrs. New dodger, sail & binnacle covers, color coded rigging, CD/stereo. Force 10 heater, stove/oven. 150%, 110% & 90% roller headsails. GPS, Loran, VHF, depth/speedo, safety gear. \$62,500. (415) 917-0894.

**HUNTER 33, 1980**. Excellent condition, Loran fishfinder, beefed up rigging, new headstay, like new main, genoa, fin keel, Yanmar diesel, wheel steering, hot/cold shower, stove, etc. Very well maintained, fast, easy to sail. \$31,500. Contact (415) 896-2523.

**CAL 34**. Atomic 4 rebuilt to new by Richmond Boatworks 2/97. Main, 110%, 135%, genoa, spinnaker, all in good condition. Rigged for singlehand. Upgraded spars & standing rigging. No blisters. \$25,000 firm. Telephone: (415) 774-2715 dys or (510) 685-0372 eves.

**RANGER 33, 1974**. Fresh deck & non-skid paint. 9 winches, new teak & covers, desirable starboard galley, new interior, Atomic 4, 6 bags of sails. Must see. \$24,500. (415) 898-0787 eves.



**32-FT GAFF TOPS'L SCHOONER, Wilhelm H. Starck**. 44 ft LOA, 11 tons. Professionally constructed of mahogany, oak & teak in 1996. Meticulously maintained yacht with charter history. Loaded with gear & ready for sea. Must be seen to be appreciated. \$52,000. Contact Steven Phillips, (408) 234-1412.

**CATALINA 34, 1988**. Bristol. Comfortable, fast Bay boat, never raced. Lots of MK II features. Full battened main, 110% jib on Profurl. Lewmar S/T winches. Lines led to cockpit. Teak cockpit grating & table. Universal 25XP diesel. Dodger, AC/DC refrig, LPG stove/oven & Force 10 heater. Hot/cold pressure water w/shower. KM/DS/VHF, 100w CD player w/custom fitted interior & cockpit speakers. Beautiful teak interior, teak & holly cabin sole, sleeps 7. Surveyed '95. \$58,500. Contact Tim, (415) 329-8929.

**NEW NONSUCH 354**. Commissioned 12/95. Beautiful 2nd generation boat. New from keel up. Carbon fiber mast & wishbone w/North's new Spectra sail. Loaded w/equip & amenities. Most spacious, fastest, easiest sailing boat for its size. \$165,000. (209) 941-0331.

**BENETEAU F32S5 (32 FT+), 1990**. Light use, good maintenance by original owner. No charter or race, turnkey boat. Hard to find perform. pack (tiller), furler new '96, 150%, 100% & spinnaker. AP, VHF, usual inst. & refrig. Designer int. & perf. sailing. \$69,900. (510) 743-8276.

**KETTENBERG 32, 1978**. Beautiful, fast, excellent condition. Fiberglass hull. New Furuno 1621 radar, VHF, Standard wind/speed/depth, Autohelm AP, dinghy w/motor, wheel steering, portable generator, teak interior, refrig, LPG stove, new head & plumbing, holding tank, 14 hp Volvo diesel, 40 fuel, 40 water. New bottom paint, 3 anchors. Year old dodger & canvas. Rigging in great shape. Roller furling headsails like new, jib, genoa, cruising spinnaker, main w/lazy jacks. Kettenberg is a quality boat. Built for beauty, speed, safety. Ready to go. Help! 2 boat owner. \$31,500 obo. Telephone: (408) 525-2171 days or (415) 969-7944 eves.

**35-FT HALLBERG RASSY, 1960**. Strong bluewater cruiser with classic lines, solid mahogany on oak, strong & dependable, new main. New 29 hp Volvo, Arles windvane, anchors, rode, VHF, DS, lots of storage, AC refrig, 90 gal water, 55 gal diesel. \$20,000. (415) 794-9519.

**35-FT ALBERG/PEARSON**. Classic design fiberglass. Monel tanks. Volvo diesel. 7 sails, new frig & LPG stove with oven/broiler. Completely redesigned custom interior. New LPU paint throughout. Recent haulout. New thru hulls & valves. Great bluewater cruiser. \$29,500. Call (310) 548-1449.

**32.5 COLUMBIA 5.5 RACER**. 2 sets of sails, new bottom, needs interior woodwork & paint. Beautiful lines. Ready to sail. \$2,200. Contact Andre, (510) 644-0902 or (510) 547-4106.

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**ERICSON 35, 1987.** Excellent condition. Low hrs, Hood 120%, asymmetrical spinnaker, pole, Navtec hydraulic backstay all new in '96. Harken furler, AH 4000, Norcold refer, Gori prop, Universal diesel, hot water, Corinthian wind/knot etc & more. \$69,000. John, (415) 332-6395.

**HUNTER LEGEND 35.5, 1993.** Custom hard dodger w/halyards, sheets & reefing lines to cockpit. Dutchman main, roller furling/reefing, 130% & Sobstad Genesis 100%. Autohelm 4000 & integrated Seataalk instruments. 12v Adler Barbour refer, microwave, CNG stove/oven. Delta 35 lb anchor. Safety gear. In superb condition. Price reduced to below BUC @ \$81,000. Telephone: (707) 645-1776.

**CORONADO 34.** Aft cockpit. Clean, well maintained. Reliable Atomic 4. 90%, 110%, 130%. Wheel, automatic charger w/2 batteries. recent new rigging, lifelines. Stove, oven, refer, awning, full custom cover. Mast steps, DS, KN, VHF. \$17,000. (916) 786-5991.

**ISLANDER 34, 1978.** Custom built for bluewater cruising. New Yanmar 27 hp, new epoxy bottom, new rigging, windvane, dodger, mast steps, weather fax, SSB, lots of extras. Ready to go. Includes tools & spare parts. Must sell. \$26,600. (805) 984-0598.

**CAL 35, 1980.** Loaded: gel cells, inverter, Webasto furnace, Loran, VHF, GPS, radar, Autohelm 4000, lazy jacks, roller furling jib, BBQ, propane stove/oven, refrig/freezer. Full sail inventory, beautiful teak, roomy & well appointed salon. Ready for Mexico! \$56,000. (503) 243-6836.

**32-FT WESTSAIL, 1975.** Immaculate, factory finished, drop leaf dinette, epoxy bottom, LPU mast, teak decks, fresh brightwork, SS fuel & water tanks, rebuilt 36 hp Volvo diesel. \$40,500. Call (510) 654-5382.

**SOUTHWIND 32** fiberglass cutter. Full keel, canoe stern, stainless steel bowsprit, Volvo diesel 23 hp w/400 hrs, fresh water cooling, trim tab, AP, liferaft, dinghy, ground tackle, vinyl ester epoxy bottom. Sturdy yacht in excellent condition. Launched '92. \$35,000. (619) 291-8534.

**MARINER CENTAUR 34.** Cutter rig. Strong, world cruiser. Just back from Mexico & ready to go again. New sails, radar, HAM, 406 EPIRB, Link 2000R, inverter, refrig, new Awlgrip, new upholstery, too much to list. \$59,500. (415) 573-1332 or [www.hooked.net/~yares/](http://www.hooked.net/~yares/).

**FLYING DUTCHMAN 35 (BABA 35), 1980.** Perry designed full keel, bluewater cruiser, cutter rigged, cored fiberglass hull. Perkins 4 cyl diesel, DS, KM, WM, RDF, SatNav & Alpha 4400 AP. This one owner yacht is finely appointed & equipped for world cruising. Adler Barbour refrig, kerosene stove & pressure water. Cruise in quality for \$89,500. 7 bags of sails, 2 mains, 2 jibs, genoa, storm jib, trisail, upgraded Barient winches & many extras. (408) 425-6559.

**32-FT DREADNAUGHT CUTTER, 1978.** Fiberglass, 9 sails, rebuilt diesel, VHF, dpeth, Monitor windvane, canvas covers, propane stove & oven, refrig, 110 gals fuel, 60 gal water. Holding tank, world cruiser, full keel. Plans changed, health reasons. Trade considered. \$49,900. Contact at (707) 445-2710.

**COLUMBIA 34 MKII, 1971.** Tripp design, cutter rig. Excellent condition. Recent survey. Gas 27 hp i/b, low hrs. Wheel steering, new 70% jib. Roller furling. Butane oven, refrig, 7 ft headroom, sleeps 6+. Pressure water, shower, new rigging. \$17,500. (415) 725-6633.

**HUNTER VISION 32, 1990.** Innovative unstayed sloop rig & winged keel. Easy sailing with lines led aft/roller furling. Great interior sleeps 6, full galley with Corian, head w/shower. Call for specs, must see to appreciate. \$52,500. Kirk, (510) 234-1800.

**ISLANDER 34, 1978.** Volvo diesel, holding tank, CNG stove/oven, head, shower, hot water heater, 7 sails, spinnaker pole, furling jib equipment. Water pump, dropleaf dinette, new upholstery, fresh varnish, well maintained, great liveaboard. \$36,000. (415) 331-9343.

**ISLANDER 32, CAL 34 LOOK ALIKE, 1977** hull, commissioned & launched '83. Strong fiberglass pocket cruiser. Fast, clean, well maintained. New deep cycle batteries, nav station, VHF, '94. New W/K/S depth indicators, dodger, v-berth mattress, holding tank, '95. New bottom paint 8/96. MD2B Volvo diesel, wheel, roller furling, windlass, USCG equipped. Located San Diego. Must sell, 2 boat owner, toy or property trades possible. \$15,000 below market. Asking \$17,500 firm. Call beeper number #, (510) 805-9027, 7am-7pm. Proven Mexico vet, documented.

**32-FT CORONADO, 1974.** Center cockpit, very strong, lots of headroom, sleeps 6, gas motor, VHF, hailer. DS, wheel steering, pressure water system. Needs TLC. SF Marina berth. A lot of boat for money. Must sell. \$12,000 + transfer fees. (415) 563-4421.

**HANS CHRISTIAN 34, 1977.** Price slashed \$9,000, motivated! Structurally sound, very clean "project boat". Recently hauled with detailed survey. New seacocks & bottom paint. New, fully serviced, 42 hp Volvo Penta Turbo diesel - 71 hrs. New electrical & charging system. 8 inspected sails. Nonskid fiberglass decks. Refurbished head. Extras. Needs hollow spruce mast repair or replacement, cabin upholstery, brightwork. In Sausalito, she's a classic cruiser seeking the right owner. \$52,500 plus negotiable fix-its. Principals only please. (415) 339-1301, Jane.

**PETERSON 32 SLOOP (MAXI 95).** Volvo diesel, recent haulout & refit. Clean boat, must see. \$12,500 obo. (510) 253-0140.



## 36 TO 39 FEET

**FISHER 37,** motorsailer ketch, alt cabin, radar, Loran, wind s/d, depth, speed log, 2 VHF, CB, loudhailer, Avon, 80 hp Ford Sabre diesel, 120 gal. fuel, 120 H2O. Monterey slip available. Must sell. (408) 624-7210.

**CATALINA 36, 1982.** Liveaboard/cruiserspecial. New full cockpit dodger-bimini enclosure combination with standing headroom & side panels for sailing in comfort on foul weather days. Furling jib, diesel fireplace, AP, electric windlass & chain ground tackle, refrig, self-tailing oversized winches, Loran, solar panels, extra battery, VHF, stereo, pressure water, shower, inverter, battery charger, cockpit table. Standing rigging replaced '93. Located in Sausalito. Offered at \$55,000. Contact (415) 956-7260 wk or (415) 332-0935 hm.

**CABO RICO 38, 1981.** Solid cruiser/liveaboard. New epoxy bottom & instruments '95. Complete sails plus roller furling, cruising spinnaker & yankee. Alpha autopilot, SatNav, stereo, VHF, propane hot water, hard dinghy. Varnished teak interior. Mexico veteran. \$80,000. Bob, (707) 527-6059.

**TARTAN 37.** Own a sailing legend. Strong, fast S&S designed sloop with Tartan quality & finish. Doublehanded raced & comfortably cruised. Autohelm 4000, Furuno radar, Harken furling, well maintained 1981 boat attractively priced at \$59,000. Richard, (310) 607-9795.

**CORBIN 39.** 38'10"x12'x6"x14T. Very strong bluewater boat, cutter rigged with staylocks. Well equipped: hydro-vane, genset, inside/outside steering, SSB, VHF, radar, weather fax, separate 12v & 110v ref, varnished teak interior. New: epoxy bottom, Max prop, Alpha AP, propane stove/oven, f/a diesel heat, steering, wiring, plumbing, watertanks, solar panels, dodger, more. \$115,000. (360) 379-8182 or [lorina@waypt.com](mailto:lorina@waypt.com)

**38-FT COMFORT, PILOTHOUSE,** liveaboard. Monk design, fiberglass, exc condition. New rigging, sails, superbly equipped, sensibly priced. \$128,500. Lying Virginia. Cutlip, 214 Devonshire Blvd, San Carlos, CA, 94070 or email [76750.32@compuserve.com](mailto:76750.32@compuserve.com)

**DOWNEAST 38, 1976.** In La Paz, Mexico. Roomy liveaboard or cruiser. 2 cylinder Faryman, '95 blister job, dodger, awning, 5 sails, AC inverter. Fridge, AP, radar, 4 burner & oven, propane. \$34,950. Telephone & fax in Cabo San Lucas, (011) 52-114-30454.

**WEST INDIES 38, 1979.** Great liveaboard/cruiser. Ketch, Perkins 4-108, liferaft, soft & hard dinghy. Heavy ground tackle, 154 water, 130 fuel, refrig 120/eng, 2 VHF's, SSB, GPS, AP, large inventory spare parts & more. Complete specs available. \$70,000. (916) 777-4506.

**RAFIKI 37.** New epoxy bottom, head, deck, refer, holding tank & electrical. Rebuilt 100 hr diesel, extensive rebuild. Needs paint, canvas & 20% interior finishing. Includes Avon, radar, windlass, dodger, solar panels. Must sell. Sacrifice \$54,000. Tom, (510) 337-1930.

**CAL 39, 1972.** Well maintained. Berthed in Berkeley. \$36,000. Please phone before 6pm PST, (603) 472-2845.

**VALIANT ESPRIT 37, 1978,** by Nordic. No blisters. If you are looking for a great sailing, performance cruising sloop, this is the one! Beautifully maintained. Some recent upgrades include: fixed alum portlights Sobstad main w/Dutchman system, Autohelm instruments, Force 10 galley stove, SS water heater, new fabric & foam cushions throughout. \$92,500. Call for info and/or showing. (510) 522-2610.

**LAPWORTH 36, HULL #10.** Great fast, fun, Bay cruiser, liveaboard. 22 hp Yanmar, 50 gal fuel, full boat cover. Great fixer upper. \$15,000 obo. Scott, (415) 369-6127 hm or (408) 743-3060 wk.

**WYLIE 38, 1986, HIGH STRUNG.** Proven race winner. She has beautiful lines & sails to her PHRF rating of 63. Call for spec sheet & long list of equipment. \$81,500. (510) 793-2490.

**CUMULANT 38F.** Dutch round-bilge, steel, fast cruising cutter. Rebuilt '93 for sustainable cruising, extensively equipped for strength, safety, maintainability, easy handling, gorgeous. US duty & Euro-VAT paid. \$127,500. (541) 899-9192. <http://www.barbican1790.com/saben/saben.html>

**38-FT DOWNEAST CUTTER.** Big boat for a small price. Spacious, rugged offshore cruiser or roomy & comfortable liveaboard (6.5 ft headroom). Easy to sail plus reliable Perkins 4-108. GPS, AP, refrig, stove & oven. Great condition. Must sell! Call (619) 776-0965.

**MORGAN 38, 1979.** Great SF Bay & cruising boat. Brewer designed sloop rig. Roomy interior with Loran, VHF, stereo, stove, refrig, pressure water. Solar/shore charger for batteries. Harken furling jib, center cockpit traveler, jiffy reefing. Easy to sail. \$64,000. (415) 328-2408.

**38-FT ALAJUELA CUTTER, 1979.** Black hull, cruising classic. refit & re-rigged in '93. Tanbark sails with double headsail. Stormsails. Perkins 55 hp FWC diesel. Hillerange, coldplate refer/freezer, Monitor windvane to tiller steering. Lots of spares. Dyer dinghy, outboard. \$79,500. Contact Bruce, (310) 823-5464.

**FREYA 39, CONTRARY TO ORDINARY.** Cutter rigged, good sail inventory, Pro-furl roller furling. Monitor windvane & Benmar AP. 45 lb CQR, 300 ft of 3/8" chain. Nillon anchor winch. Yanmar 3QM30 recently completely overhauled. \$85,000. Jim Hogan, (415) 604-5413 w or (415) 728-9528 h.

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**38-FT CHRISTENSEN SLOOP, 1975.** Clean, fast, C. cruiser. Exc liveaboard, 36 hp Volvo diesel, h/c pressure water, propane oven/stove. New dodger, holding tank. Knot/depth gauges, thru-hulls, bottom paint. recent survey. \$32,500. Rick, (415) 365-9376.

**HUNTER 37.5, 1996.** Well equipped, diesel furnace, 3 batteries, dodger, roller furling, propane stove w/oven. Yanmar 38 hp diesel, Bruce & Danforth anchor, Dutchman sail system, selftailing winches, GPS, KM, DS, Hunter cruise pac. \$99,500. Phone or fax, (360) 671-8977.

**TARTAN 37, BLACKWATCH YAWL.** Designer: Ted Hood, manufacturer: Douglas McCloud/Tartan. 37 ft LOA, 10.6 beam, 6'1" draft. Located in San Pedro, CA. \$17,000 or best offer. Contact (619) 325-9444 or webworks@cyberg8t.com or http://www.webworkshops.com/boat/

**C & C 38 LANDFALL, 1981.** Excellent condition. Harken furling, selftailing winches, Monitor windvane, AP, Garmin GPS chart plotter, inverter. B & G instruments, Avon emergency raft, Achilles dinghy. Loaded. \$57,700. (209) 252-7634.

**TAYANA 37, 1976.** Cruised Mexico & South Pacific '93-'94. Green hull, teak deck, 1 cabin layout, great nav station & cockpit storage! Perkins 4-108, inverter, radar, GPS, watermaker. Aluminum mast, Harken furler, rigging '93, mainsail '94. Plus lots more. \$65,000. (510) 337-9656.

**CAL 36.** Modified by Bill Lee for TransPac. Fast cruiser. Propane Force 10 w/oven. 13 hp Yanmar, 11 winches, 6 bags of sails, VHF, windspeed, KM, depthsounder. Want \$25,000, but must sell. Call for info packet & pictures. (209) 736-0923.

**HANS CHRISTIAN 38 MKII, 1981.** Island galley, pullman berth. New custom interior upholstery in '92. Complete electric upgrade in '93 including gel batteries, 2000 watt inverter, energy monitor. Full batten Hood main w/Harken Battcars, Harken furling genoa, Harken main sheet traveler. Cruising spinnaker. Pathfinder marine diesel. All canvas including full boat cover. Lectra San, diesel fireplace, microwave, Garmin GPS, Denon stereo. Excellent condition inside & out. Sausalito berth. \$127,000. (415) 892-2690 eves.

**HANS CHRISTIAN 38, 1977.** Cutter rig. Just hauled. Ready to cross ocean. Sharp AP, Sailomat WV, Givens LR, Lighthouse 1501 electric windlass w/remote control. New Nissan diesel 70 hp, new Force 10 galley stove. Varnished teak trim. Qualified cash buyers only. \$75,000. Kailua-Kona, HI. (808) 322-4948.

**BRISTOL 38, 1967.** Fiberglass. Roller furling, AP, awnings, watermaker, pressure water, shower, refig, windvane, solar panels, windcharger, inverter, GPS, radar, depthfinder, VHF, HAM/SSB, tiller, 31 hp gas Gray marine. Propane stove, oven, cabin heater, documented, headroom 6 ft+. \$55,000. (510) 864-8809.

**CATALINA 36, 1984.** Dodger, roller furling jib & main (by Forespar), 2 headsails, spinnaker. VHF, Loran, DM, KM, Universal 25 hp, new batteries 12/96. Well maintained as liveaboard past 2 yrs. Full carpet, lots of extras. Asking \$48,000. Contact (415) 331-7711.

**ISLANDER 36, 1983.** The most beautiful Islander on the Bay, a show piece inside & out everyone says. Never raced, powerful Pathfinder diesel engine, epoxy bottom, Harken roller furling, Adler Barbour refig. \$52,000. (707) 745-9589.

**COLUMBIA 36, 1968.** Great liveaboard/cruiser. Bristol. Major deck/interior refit '96 (Awlgrip decks, opening ports, stanchions, bases, lifelines, varnish, sails, tridata, head, bilge pump, battery charger, etc.). Refig, pressure h/c water, shower, stove, phone, VHF, stereo. \$28,950. Contact at (916) 641-1727.

**ISLANDER FREEPORT 36, 1978.** Popular B-plan w/Pullman berth, head w/shower forward, large salon, 6'7" standing headroom, ample storage, large comfortable cockpit w/fold down ladder in transom. Perkins 4-108 diesel, significant electronics include AP, VHF, radar, new depthsounder, Loran. Galley includes h/c pressure water, 110v engine driven refer w/separate freezer, 3 burner propane stove w/oven. 110v & 12v throughout, new Smart Charger & new batteries - 2 banks, 440 amp hr house bank. Electric windlass w/new motor, full canvas w/dodger & awning. Flexible sail plan including Harken roller furling jib, main, genoa, drifter, cutter rig including stays'l & stay. Lots new. Exc cruiser/liveaboard ready to go. Offered at \$59,500 obo. Telephone (510) 437-3548 w or (510) 523-5741 h.

**CS36, 1982.** Quality Canadian built sloop for Bay/ocean. Roller furling, 3 headsails, spinnaker, rod rigging, Westerbeke 30 hp diesel, galley, pressured stove/oven. Sleeps 5, holding, VHS, DS, stereo, AP, plus much more. Documented. San Rafael slip. \$55,000 obo. (415) 499-1144.

**ISLANDER 36, 1978.** One owner, Atomic 4, gas, new dodger, 4 sets of sails, selftailing winches, cockpit pillows, all teak interior, like new. Never raced, super clean, depthfinder, logmeter, VHF radio, AM/FM cassette, some blisters. Alameda berth. \$36,000. Tony, (510) 254-9476.

**UNION 36, 1988.** The last Union offered at \$90,000. Original owners relocating. Basic electronics, roller furling, inverter, Link 2000-R, water purifier, dodger & bimini. many upgrades uncommon to Unions. The best of a great cruising/liveaboard yacht. (510) 865-2182, message.

**OHLSON 36.** A classic CCA cruiser/racer built in 1964 in Sweden. Mahogany on oak, teak decks, mahogany cabin, spruce mast. Perennial Master Mariner competitor. '95 MII winner. \$22,000 obo. For more info call Jim, (415) 388-6057.



**CATALINA 38, 1980.** Sparkman Stephens design with Universal diesel & wheel steering. Exceptional condition & fully equipped w/many extras including 12v refig, Harken roller furling, dodger, rigged for spinnaker. 9 bags of sails, windlass, 2 VHF radios, CNG 3 burner stove, oven, shower & swimladder. This is a proven race winner easily handled, fun & fast. The interior is professionally decorated w/carpeting, partial teak & holly sole & custom mattress which makes a comfortable liveaboard or weekend cruiser. \$45,000. (310) 823-1861.

## 40 TO 50 FEET

**FORMOSA 41, 1980.** Handcarved teak interior, professionally maintained, outstanding liveaboard. Electric windlass, VHF, Loran, GPS, AP, custom TV/VCR, large 12v/110 refer, 2 stereos in/out, new batteries. Perkins 4-108 diesel, 9 ft Avon, hard dinghy on davits. \$74,900. (619) 225-9930.

**MORGANO 41, 1974.** One owner. Sailed Mexico, Tahiti, Hawaii, Canada, Alaska. Center cockpit, aft stateroom, walk-thru cutter, 2 heads/showers. Perkins 4-108 diesel, 8 man liferaft, radar, Trimble GPS, Alpha autopilot, Sail-O-Mat steering vane, DS, SatNav, wind/speed/direction, boat speed/log. 130 gal fuel, 70 gal water, 12v watermaker. '95 full batten main, MPS, stays'l, jib, storms'l, roller furling genoa. Anchors: 45 lb CQR, 250 chain, 25 lb Danforth, Simpson-Lawrence electric windlass. In Canada. \$70,000. (415) 383-2672.

**GULFSTAR 50, 1980.** Sloop. Excellent condition, 2 staterooms, 2 head/shower version, recent Sterling topsides and epoxy bottom. 85 hp Perkins, 7.5 KW Onan, Heart 2000, 90 amp alternator, Smart regulator, reverse cycle AC, dual system refig, microwave oven, combination TV/VCR, PUR 35 watermaker, GPS, HAM, VHF (2), AP, sailing instruments. New batteries. Ideal windlass, Caribe C9X and 3 hp Yamaha on davits, dodger, bimini, full awning, large spares inventory. Located in Marina Vallarta. \$159,500. Please telephone in Mexico, 011-52-322-80361 or "DIOSA" <melhuish@vallarta.zonavirtual.com.mx>

**42-FT CATALINA, 1992.** 3 stateroom, immaculate, original owner. Dodger, Autohelm ST50 instruments, stereo, GPS, radar, Loran. No brokers. \$119,500. (310) 376-4971.

**PASSPORT 40, 1985.** Liveaboard cruiser, 2 staterooms, Mercedes diesel, ProFurl, 32 mile radar, Autohelm 6000, HAM/SSB, custom stereo, inverter, solar, watermaker, refig/freezer, windlass, dodger, Avon, 8 hp Suzuki. Located Victoria, B.C. until late May, then San Francisco. \$149,000 obo. (415) 647-3760.

**BABY BOOMERS SEIZE THE MOMENT!** Great opportunity, ideal age & time to trade your home or purchase our 47 ft strip planked gaff rigged topsail schooner, spacious liveaboard, proven bluewater cruiser and sail away. (805) 773-4251, leave address for detailed info.

**CT-41 KETCH.** Ocean cruiser, excellent liveaboard. Separate shower, h/c pressurized water, Perkins diesel, roller furling jib, 104 gal water, 140 gal diesel, 20 gal holding tank. \$65,000 obo. Telephone Scott, (415) 369-6127 hm or (408) 743-3060 wk.

**40-FT CUSTOM STEEL,** made in New Zealand. Very fair hull, at first glance it doesn't look like a steel boat. Experienced cruiser, 2 trips to Mexico & ready to cruise right now, you won't believe the equipment, including 3 spinnakers & scuba compressor. Call for a complete list. Flush decks, aft cabin, fin keel & skeg rudder. Handles well in large seas, but equipped to ghost along in a puff. Why motor? \$129,000. Lying Mazatlan. Call for info, (415) 948-6424.

**42-FT CAMPER & NICHOLSON, 1974.** Center cockpit ketch. Loaded with cruising gear too numerous to mention, located in Cabo San Lucas. Ready to go, start your trip here or will deliver. \$90,000. For details, call/fax: (011) 52-114-32451.

**LAPWORTH 50, 1961.** Cutter built by Cheoy Lee. Restored with finest materials & craftsmanship. 7 times TransPac vet & fastest L-50. Custom Sparcraft rig, 13 Barients, custom engine room, Perkins 4-108, complete covers. recent survey, spec sheet, photos available. \$98,000. Contact (310) 420-3711.

**CAPE NORTH 43, 1980.** Brewer designed cutter rigged sloop. Aft cockpit, strong offshore boat recently returned from cruising. Good condition. Radar, GPS, AP, HF, VHF, watermaker, refig, 6 person Switlick liferaft, 8 sails & more. \$112,500. (510) 530-7574.

**NEWPORTER 41, MARCO POLO.** Pilothouse ketch, very good condition, Perkins 4-107, 8 bags, propane, 240 fuel, 200 water, Adler Barbour, 300 chain, 3 anchors. Too much to list. Beautiful, well equipped Mexico vet, ready to go again. \$45,000. Info package, (619) 222-6860.

**MAPLE LEAF 43, JADE WINDS, 1972.** Stan Huntingford design. Super comfortable, fast, long range cruiser. Incredible liveaboard! 350 gal fuel, 300 gal water. Strong sloop rig w/Norseman terminals. Nilson windlass. \$124,000. Telephone (805) 642-4178.

**42-FT PASSPORT PILOTHOUSE, 1984.** Cutter. Only one built. Great bluewater cruiser. Full battened main, roller furling, windlass, teak decks, Perkins 4-108, AP, radar, GPS, Espar heater, teak interior. Excellent condition, great liveaboard. \$165,000. (818) 985-2854.

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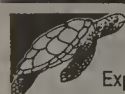
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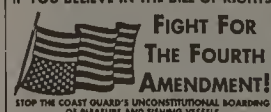
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**COLUMBIA 45, 1971.** Pilothouse ketch. Full batten main & mizzen w/lazy jacks. 5 selftailing winches, 2 boom vang, traveler. Inside & outside steering stations, GPS, radar, AP, Loran, Depth, Lifesling. Refrig, propane oven/heater & BBQ. Microwave, 2 heads w/separate shower in aft cabin. Nice teak & mahogany interior. Dinghy. \$69,000 obo. (510) 535-2134.

**40-FT STEEL KETCH.** Safe, comfortable cruiser. Built in Holland, mahogany int, 50 hp Westerbeke, radar, GPS, SSB, VHF, new batteries, Aries windvane. Too much to list. Good condition. \$45,000. In San Diego. (619) 898-5775.

**44-FT ALUMINUM CUTTER, 1995.** For serious offshore cruisers only. Very sleek & nicely built. Ash interior, teak & holly sole, all Harken gear on deck, heavily rigged, double spreaders. Espar forced air heat, power up & dn windlass, 200' 3/8" chain, B&G quad, VHF, full size head w/bathtub. 2 staterooms & pilot berth. Salon seats 8, large galley, 40" wheel. 120 hrs on original engine, boat used as demo, like new. \$249,000. Telephone (206) 846-0134.

**CAL 40, 1966.** Legendary Bill Lapworth design. Full batten main w/lazy jacks, new Furler roller furling, lots of sails including symmetric & asymmetric spinnakers, AP, radar, refer, propane, LaVac head, teak & holly sole, Avon. \$49,000. Call Ron, (805) 485-8830.

**40-FT GARY MULL DESIGN.** "Brand X Yacht Sales" says boat does not meet their standards: needs decks cleaned & oiled, stainless polished, interior floor repair (cosmetic), their quote \$2,700, needs bottom paint, \$700. Cost of above if you do work is at least half maybe third. Otherwise boat well equipped & good condition. Save, save, save. "Brand X" says worth \$80,000 less above <\$3,400>, less "Brand X" commission <\$8,000>. Your price: \$68,600. At this price no brokers or trades. Call for spec sheet. (702) 324-4343 or (702) 853-2941.

**VALIANT 40 #227.** Recent blister work & LPU paint at Nelson's (12/96). Alpha AP, Raytheon radar, Magellan GPS, ICOM VHF, SSB, HAM, SGC autotuner, Freedom 10 charger/inverter. Link 2000R, Powerline HO alternator, 6 golf cart batteries, Perkins 4-108, 7 sails, setup for short-handed sailing. 2nd in '94 Pac Cup, 1st in '95/'96 Rites of Spring, 1st '95/'96 Perry Cup. Owner has 3 tuitions & 2nd boat. Own a piece of the legend. \$95,000. (510) 430-1334.

**COLUMBIA 45 SLOOP, 1972.** Very clean, well maintained. Spacious liveaboard. 2 staterooms, 2 heads (1 w/separate shower stall), light roomy salon, stereo, h/c pressure water, propane stove/oven, AC/DC refer, microwave. Teak cockpit table, AP, depth, Loran, VHF, Heart inverter, 3KW Onan, 85 hp Perkins, elec windlass, 264 gal diesel, 230 water, 4 sails. New in '94: propane tanks, rigging, LPU mast, mast step, plumbing, water heater, dodger. No blisters. \$59,000. (510) 521-9323.

**CHEOY LEE MIDSHIPMAN 40 KETCH, 1974.** New canvas, rebuilt Perkins diesel, new cushions, full canvas on center cockpit. Electric windlass, 2 showers, 2 heads, refrig, VHF, depthsounder w/spd. A quality vessel, well kept. \$79,000 obo. (415) 479-7128.

**50-FT CAULKINS AUXILIARY CUTTER, 1961.** LWL 42.9, beam 11.1, 1-1/8" mahogany strip planked, oak ribs, flush teak deck, large galley, stateroom, midship cockpit, aft cabin, 2 heads 1 with shower, new hot water heater, all new seacocks. \$40,000. For more details telephone, (805) 595-6655.

**IRVING JOHNSON'S LAST YANKEE.** Sparkman & Stephens design, Dutch built, corten steel. New rigging, wiring, teak decks. Extensive update. Circumnavigation ready. Best offer or trade. Info package \$10. Write: Yankee, 417 E. Sheridan St, Suite 210, Dania, FL 33004-4603.

## 51 FEET & OVER

**51-FT HUDSON, TOMALES BAY, EEL RIVER.** Hudson ketch very well equipped, roomy, etc. \$129,000. Tomales Bay property for anchorage/recreation, only \$57,500. Eel River retreat w/home for sale (all or share). Starting at \$75,000. Financing, offers or trades considered. Roger Perry, (415) 331-8000.

**CT 54.** Robert Perry designed serious offshore ketch. Beautiful teak interior, huge cockpit, 4 cabins, 2 heads, many recent upgrades, solid equipment list, presently a successful charter yacht based St. John USVI, or use as super personal/family yacht. \$175,000. (809) 690-2217.

**55-FT TAYANA CUTTER, commissioned 1987.** Ready for extended cruising. Well equipped & maintained. Save \$70,000+. Priced to sell at \$265,000. No brokers or equity trades. Contact (909) 584-1058.

**58-FT EDSON SCHOCK CLASSIC CUTTER.** Originally built 1935 Long Beach for actor Dana Andrews. Extensively restored to new in '91. Worldwide, only one. She's beautiful, fast, strong & rich in history. Her sleek, eye catching lines made her a successful race & boat show winner. Full electronics & nav equipped. Her 13 ft beam, 7'6" draft, 20 tons make her a seaworthy world cruiser. Charter/liveaboard ready. Rich mahogany interior & brightwork. Sleeps 7+ in her 3 private double berths. 2 heads w/showers, large galley, all extras. Meticulously maintained. In Alameda, by owner. Illness forces dramatic reduction to \$189,000. (510) 522-8231.

**CT 54.** This classic is ready for ocean cruising or liveaboard. Well cared for with all electronics needed to sail anywhere. Beautifully appointed and well equipped to cruise. Berthed at Schoonmaker Marina, Sausalito. \$164,500. No brokers. (503) 784-2314.

**54-FT C-BARON KETCH, Samson deign ferro.** Professionally built. 0 hrs on rebuilt 85 hp diesel. Has everything needed to cruise or liveaboard plus many extras. Just add work. Located in Bay Area. \$29,000 or best offer or trade for property, prefer southern Nevada, Utah or Arizona. Contact (510) 254-7562.

**BOC CLASS 2, 50 ft plus bowsprit.** Placed 2nd in the '90 Round The World Race, ready to go again. Alum construction. Equipment list extensive. See video *Knockdown*. Sell this month, best offer over \$90,000. (916) 422-8371.

**FORCE 50 (51' LOD-58' LOA).** Roomy liveaboard cruiser, singlehandable, 2 stations, all furling, Costa Rica vet. 3 staterooms, work area, double salon. Top construction & design, heavy glass hull. Generator, watermaker & inverter. Many extras, upgrades & spares. Some trades/financing possible (boats/RE). \$129,000 obo. Roger Perry, (415) 331-8000.

## CLASSICS

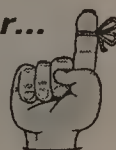
**LIVELY LADY IS READY!** 30 ft, 1968, wood sloop. Well known race winner in SF Bay, Bahamas. Designed by Gary Mull, just restored, 10 sails, new electric, battery, lifelines, VHF, microwave & more. Stove, heater, water, strip planked hull & lots of teak. Large glassed SB cockpit, hauled & fully painted 3/97, 4 winches, alum mast, reliable, powerful Seagull 170 o/b, sleeps 4. Race, cruise, liveaboard this beauty for only \$7,950. Serious wood lovers only. Tom, (415) 439-5385 or (415) 332-2962.

**38-FT CLASSIC WOODEN SLOOP, 1949.** Farallon Clipper from Stephen Bros. in Stockton. 9'6" beam, 5'8" draft. Fir on oak hull. Mahogany cabinsides & cockpit w/new varnish. Teak decks. New cockpit cushions, roller furling genoa on fractional rig, Neil Pryde sails. Perkins 4-107 w/20 gal fuel, 50 gal fresh water. VHF, depthsounder. Galley forward opposite head w/16 gal holding tank. Beautiful sailing boat in excellent condition. Sacrifice, must sell. \$24,500. Contact Jim at, (415) 389-9304.

**38-FT OWENS, 1964.** New set of sisters. Twin 318-velvet drive- 2-1/2:1 reduction, needs exhaust manifolds. Good liveaboard. Mahogany on oak. good hull. \$3,500. Mike, (510) 210-3031.

**25-FT Tancook Whaler, 1976.** Gaff schooner. Strip plank decks, fiberglass hull, cabin, cockpit. Needs plenty work, trailerable. Able classic, 98% complete, commercially built. \$1,500. Call (707) 769-1938.

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## MULTIHULLS

**CORSAIR F24 MKI, 1992.** Trailerable trimaran. Sport racer/cruiser. Roller headsail & boom, bottom liner, galvanized trailer, new mast, o/b, cabin windows. Asymmetrical spinnaker. Custom mast raising pole. AP, shorepower, many extras. 20 kts+/55 mph+. Fast, comfortable, unsinkable. \$34,500. (714) 447-8324.

**3200 GEMINI, 1993.** Fast & fun. Yanmar diesel, diesel heater, 200 watt inverter, propane, 5 cu. ft refrig, 3 double berths, Paloma hot water, 18 inches-5 ft draft, centerboards. Offshore experienced. \$94,000. Dwight, (503) 285-4186. Portland, Or.

**31-FT BROWN SEARUNNER.** A-arm trimaran. Exc condition. New paint, sail drive, i/b OMC, PUR watermaker, 2 Autohelms. Solar panels, full set of sails & more. Ready to go. \$15,000. Telephone (408) 425-5554.

**31-FT BROWN SEARUNNER TRIMARAN.** A-frame, center cockpit, 15 hp Evinrude, lots of new stuff. Beautiful, fast, fun! \$15,000. Call for details, (510) 458-6560 or (510) 458-1049.

**35-FT PIVER TRIMARAN.** Full keel, aluminum mast, standing & running rigging, sails, main, roller furling, jib, genoa, cutter, storm, spinnaker. AP, depth/fishfinder, GPS, VHF, Volvo diesel. 42" fixed keel. \$20,000. (916) 448-5977.

**MULTIHULL LITTER LIQUIDATION.** 18'x10' Alpha Cat w/tilt trailer; \$1,000. 25'x14' folding C-Class Cat; \$1,000. 20'x10' folding Shark Cat w/trailer; \$1,500. Trailerable 26ft Telstar Tri; \$5,000. 5 sets Tomado sails; \$200 each. (415) 941-4114.

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**WANTED.** Knowledgeable multihull sailor seeks cruising cat or tri. Around \$50,000 available. Call Captain Jon, (707) 769-9765, eves.

**46-FT WHARRAM CATAMARAN.** Mexico, Hawaii, Alaska veteran. Chinese junk sails, Yanmar diesel, Force 10 stove. Lying Puget Sound. \$25,000 or reasonable offer. Call or write for details. Bob Underwood, PO #52, Vashon, WA 98070 or call (206) 567-4574.

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**26-FT NORDIC TUG 2-26, 1995**. Rare opportunity to purchase. Immaculate with over \$20,000 of additional equipment including Vetus bow thruster, swim platform, radar, GPS, inverter & much more. Yanmar 100 hp turbo diesel with 70 hrs. \$94,500. For info. pack: tel/fax (541) 385-7664.

**40-FT BAYLINER BODEGA, 1979**. Twin gas 454. Very large salon, new batteries, 3 stage battery charger, 7.5kw Kohler, sleeps 9, 2 heads. 2 steering helms, 12 mile radar, VHF, depth, auto halon, refrig/freezer, 4 burner stove w/oven, trash compactor, hot water heater. Completely updated/refurb, new prop shafts, packing & bushing, fresh double bottom paint, new water pump, new heat exchanger & water pumps on gen & eng. Large teak swim step. \$88,000 obo. (818) 865-9595.

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**40-FT POWERBOAT**. Great liveaboard. Has everything, lots of room, wood burning stove. 671 Gray Marine engine, runs great. Move on now. \$18,500 obo. (415) 366-9260.

**STEPHENS 38, COAST GUARD, 1943** powerboat. Diesel. Needs work, all original pieces. \$3,000 obo. (510) 644-3256.

**32-FT CHRIS CRAFT SEA SKIFF, 1960**. Clean, wood, good shape, dual V-8 Crusader engines, gas, new fuel tanks, good hull. Possible liveaboard, priced to sell, must see. Steal at \$7,000. Tom, (415) 922-7013.

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**31-FT UNIFLITE FLYBRIDGE/SEDAN**. 240 hp Chryslers, FWC, autopilot w/hydraulic steering, radar, Loran, VHF, new interior. Recent survey, all records. No blisters. Bodega Bay berth. Great salmon boat. \$18,750 or reasonable offer. May consider partial trade for car. Contact Bob at, (415) 661-9432.

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**40-FT DUTCH BUILT STEEL SLOOP** with teak deck. Presently cruising Europe & Med. 1/2 share \$18,000 or 1/3 share \$12,000 (303) 650-1745.

**PACIFIC SEACRAFT 25**. Equity partnership available. SF Marina berth, diesel, new rigging. Sleeps 5, head. Excellent boat for SF Bay. Long established partners. \$2,500 firm. Contact Phillip at, (415) 552-8523.

**CAL 2-27, EX INDIGO, HULL #213**. 150%, 120%, 95% & 2 spinnakers. Universal i/b diesel, tuned 11'96. Tiller, electronics include Loran, depth, knot. New battery, all lines aft. Very well maintained. Berkeley berth. 50% ownership. \$5,400. Chris, (510) 524-4753.

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**CAMPER & NICHOLSON 39**. Center cockpit ketch, 1978. Prestigious European sailboat in seaworthy condition. 2 partners seeking a 3rd partner. \$6,000 for 1/3 equity plus approx 1/3 monthly expense of \$260 for bank note, slip, maintenance, etc. John, (510) 684-9116.

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**50% PARTNERSHIP, Force 50, 51 ft ketch**. Owner 17 yrs. Consider reasonable offer, under appraisal, for compatible partner. San Francisco. Great condo on the water. Hood system main & mizzen, fire-place, 120 hp low hrs, Avon, 25 hp. Or acquire ownership as working partner. Do maintenance, brightwork, skippering for monthly fee. Will carry low interest loan. Small down, share exps. Call (408) 625-2916.

## TRADE

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**CENTRAL COAST WINE COUNTRY**, Templeton, CA. Private, secluded 3+ acres of paradise. 2,400 sq ft home, 4 bedroom, 2-1/2 bath, pool, spa, etc. Covered with old oaks, deer & hawk. 20 miles to Morro Bay. Have \$62,000 real equity & excellent seasoned assumable note. Trade for or toward cruising sailboat. The kids are grown! Contact Bill, (805) 461-1185.

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**TRADE NEW JERSEY FACTORY**, for boat or R.E. Currently earns \$3,400 month. 22,000 sq ft on 4.5 acres near Jersey shore. Production wood-working equipment, state licensed bakery, pent-house, offices, warehouse, etc. In special enterprise zone, low taxes, 6% loans available. Space avail for your enterprise/home plus income. Roger Perry, (800) 728-7254.

## WANTED

**CAL 2-46/3-46**. Must be reasonably priced. Boats needing TLC a plus. Mike, (203) 772-4037.

**11-FT BOSTON WHALER**. Will pay cash. Call (510) 484-1198.

**SEAWORTHY SAILBOAT/TRIMARAN**. 30 ft or larger in exchange for '95 Ford Ranger 4x4, king cab, 6 cylinder. 25,000 miles. All exc condition. Recent estimated value \$15,400 by insurance adjuster. Can come up with additional cash. Will deliver. (808) 639-7847.

**OLSEN 911S, BUILT BY PACIFIC BOAT**. Have ready cash for your boat. Needing work or TLC ok. Telephone Steve, (206) 282-4405 or Cheri at (510) 523-4861 or Email: Strckchk@AOL.Com

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**MONTGOMERY 15 OR 17.** Please write or call Phil at 1004 Crellin Rd, Pleasanton, CA. 94566. Phone, (510) 846-3941.

**CHEOY LEE OFFSHORE 40,** sloop, E-type interior. Any condition considered. Let yours go to a good home. Tim, (408) 406-7372.

**AUTOHELM 5000.** Complete unit or Autohelm components in working order (such as remote, windvane, linear drive, etc.). Leave message at, (510) 937-5297.

**FREYA 39.** Complete or needing work. please call Jay Eamhardt, (415) 332-9218.

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**SS PROP, GAS RANGE,** 3 burner/oven. Cut out model, gimbaled. \$450. Amie, (415) 362-3820 wrk or (415) 383-8630 hm.

**USED GEAR WANTED.** Navik windvane. Cash. Call Jon collect at (808) 826-6050.

**3 HP CHRYSLER OUTBOARD.** A/C. Good condition. \$350. (415) 824-4082, after 6 pm.

**USED ALUMINUM MAST,** in excellent condition. Came off a Schock 32 boat. Has masthead & tapered at top, 44 ft long, base is 7x4-1/4 inches. has slots for double spreader. Located in Santa Cruz. \$500. Call Doug, (408) 427-1289 or Jim, (408) 476-0877.

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**SANTA CRUZ 52 MAST & BOOM.** '91 Ballenger, anodized, all rigging, Profurl, I=64.0, P=57.58, E=21.0. Contact JB Barnitt, (702) 782-6788 or email: 103146.3606@compuserve.com

**SOLID ROD FURLING,** ( no forestay needed), from 38 ft boat. Approx 50 ft. Need cleaning & repack bearings. Otherwise, good shape. Located in Alameda. \$250 obo. Telephone eves, (510) 829-2411.

**USED SOLAR PANELS.** 1 ft x 4 ft, alum framed. good condition. For charging batteries. \$170. Call (415) 591-4087, ask for Vince.

**VOLVO PENTA,** 4 cyl, 120 hp diesel, 0 hrs on rebuild. Acquired from US Navy with head off. Asking \$4,500. Kurt, (707) 550-0313.

**CQR STYLE ANCHOR,** unused, \$150. 6 Aqua signal 8w fluorescents, \$20 each. Portabote, 10 ft, 1993. \$350. Chris Webber, (800) 695-8264.

**WINDVANE BY AUTOHELM.** Needs \$300 in parts. \$1,200 (new from Scanmar, \$2,700). Jamie, (510) 548-0606 dys or (510) 482-2575 eves.

**USED CHARTS, HALF PRICE, SOME NEW.** Yugoslavia, German Islands, Dutch & German canals, all Baltic, all Sweden, Norway from Oslo to Bergen. Cruising books too. \$500. (England, Scotland, Ireland available later). (415) 332-1590.

**PUR POWERSURVIVOR 35 WATERMAKER.** Purchased in '90, installed '94. Complete with all manuals, extended cruising kit (\$165 value) & hour meter. Only run 265 hrs. Pump housing factory rebuilt, membrane factory pickled. \$1,000 obo. Mike, (805) 983-8880.

**TRAILER FOR KEELED SAILBOAT** to 26 ft. Currently used for fin keeled ranger 22 with 4 ft draft. Heavy construction, good condition. \$1,000. (415) 364-1589.

**GEAR FOR SALE:** all running & standing rigging for 52 ft cutter rigged ketch. Masts, deck stepped aluminum. Main (50 ft), 2 speed main winch, single speed jib winch, triple halyard stopper. Main boom, alum., winch & triple rope stopper. Mizzen (40 ft), 2 single speed halyard winches. All standing rigging 3/8" SS with swaged top, toggles, Norseman bottom, toggled tumbuckles. 2 boom vangs, 5 halyards, 9 sails, 4 never used, other 5 like new. 2 two speed jib winches, many Schaeffer blocks. Complete package \$15,000. Also, 50 Kg Bruce, \$950. 45 lb Danforth, 4125. 60 ft 5/8 galv chain, \$200. 120 ft 3/8 BBB galv chain, \$200. Saye's rig windvane, \$1,750. 12 ft Achilles Inflatable, \$950. Lifesling in hard case, \$50. Contact (360) 537-9363.

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**RAYTHEON 2600 RADAR,** \$100. Rudder, blade 54" by 34", shaft 3" diameter, \$200. Boom, 15'10", \$100. Roller furling, 85 ft sectional track, 2 spools, \$75. Boom gallows, 8 1/2 ft base, \$30. Refrigerator, Electrolux Domestic 110v & propane, \$30. (916) 682-0313.

**TWO 1989 18 HP NISSANS** off catamaran. Longshaft, used little. Buy both \$2,000 or separate \$1,100. 4kw Honda generator with welding machine, new was \$2,700, now \$1,200. Used little. Buy all \$3,000 obo. Joe, (510) 754-1208.

**RANGER 29 SAILS.** 2 mainsails E=11', P=31'. One sail very good to excellent condition, \$350. Other sail is in good condition, \$150. Call Dan, (408) 985-5213 eves before 10 pm.

**UNIVERSAL 2 CYL,** 12 hp diesel motor. Atomic 4 replacement. \$1,500. (415) 244-9619. Wanted, uncompleted hull & deck kit cruising sailboat or project sailboat.

**DECK AWNING/BOAT COVER,** for 30-34 ft ketch/sloop. 11 ft beam, 15 bow to stern. 5 ft off deck w/snap on side curtains to below deck level. Forms full house. Good condition. New \$3,500. Sell for \$750. (510) 653-1724.

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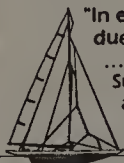
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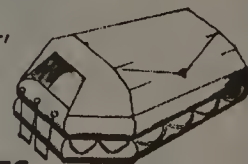
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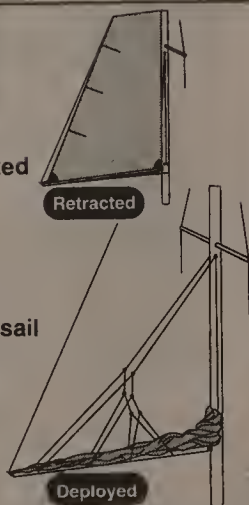
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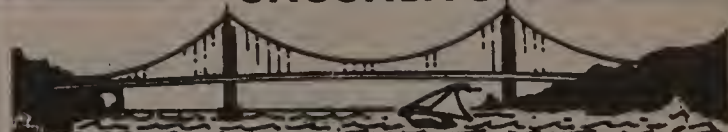
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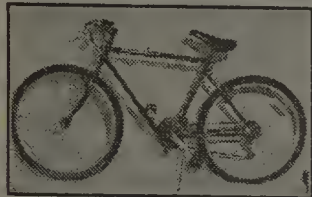
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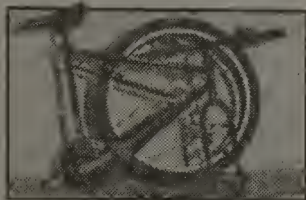
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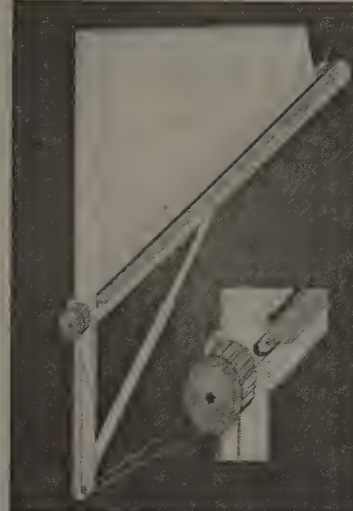
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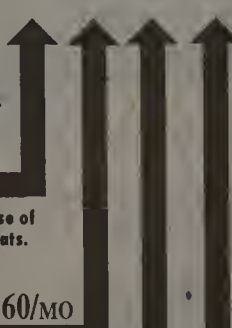
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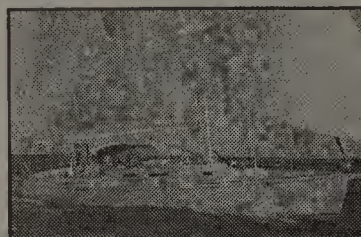
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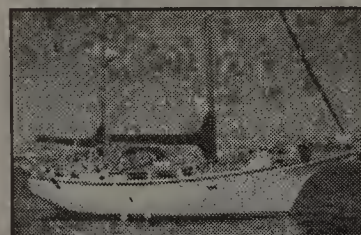
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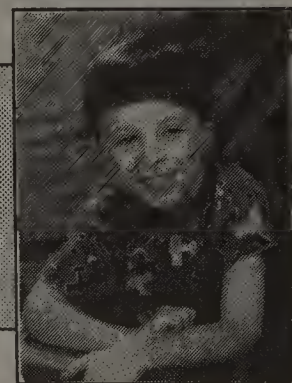
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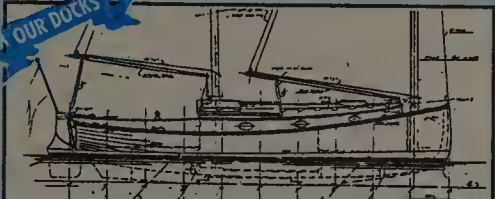


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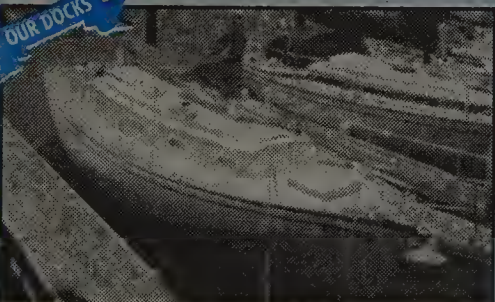
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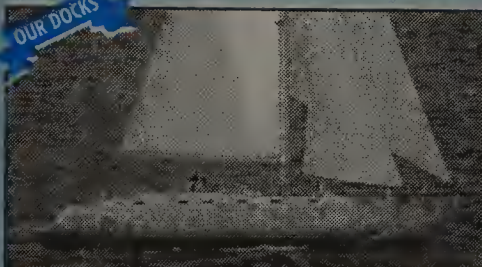
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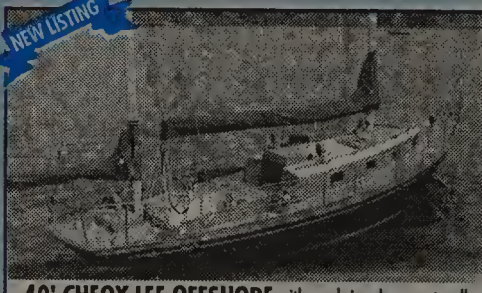
**STEVENS CUSTOM 47** by S&S 3 staterooms, queen berth  
aft, Technautics refrigeration, rodor, pilot. Reduced to \$189,000.

NEW LISTING



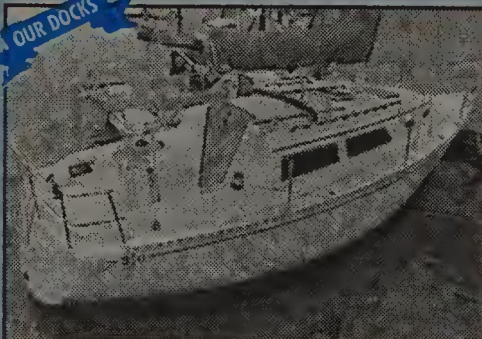
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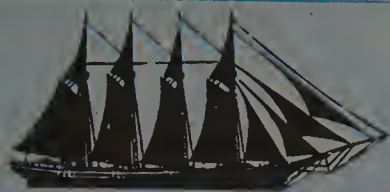
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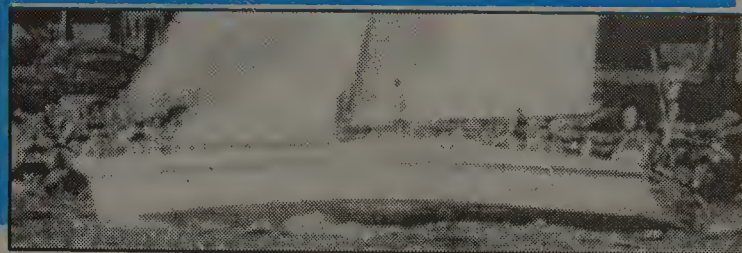
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62' Al Mason Custom Ketch, 1985 \$445,000



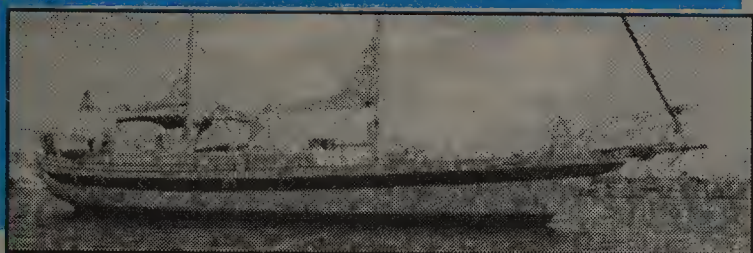
68' Deerfoot Cutter, 1980 \$485,000



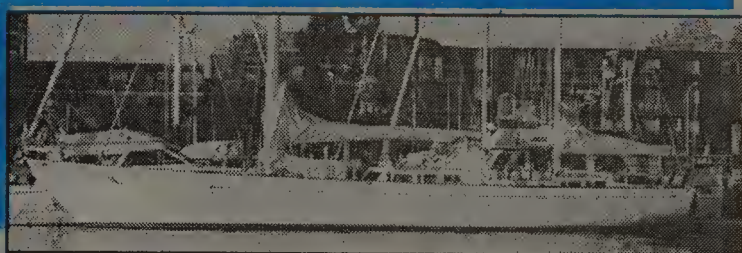
55' S&S Classic Yawl, 1957 \$259,000



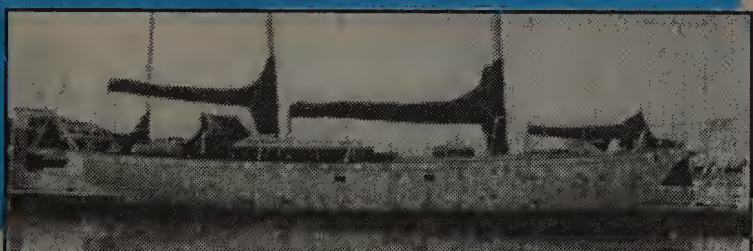
42' Passport Cutter, 1985 \$179,000



65' CT Ketch, 1984 \$495,000



Ocean 71 Ketch, 1979 \$450,000



60' Steel Cruising Ketch, 1980 \$299,000



62' Motorsailer Cutter, 1987 \$595,000



34' Sabre Sloop, 1983 \$59,995



54' Mason Cutter, 1988 \$475,000

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65' Custom Steel Cutter, certified 1989 ..... \$350,000  
126' Grand Banks Gloucester Schooner, 1924 ..... \$1,250,000

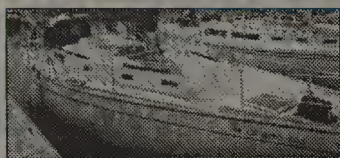
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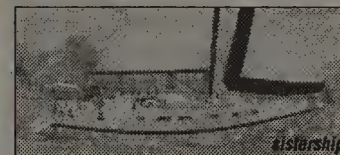
**32' ISLANDER, '78.** One owner boat shows great pride of ownership. Recent bottom job. Perfect liveboard or day sailer at a great price.



**34' CATALINA, '86.** Very clean and well maintained. New Webasto heat, roller furling. Hot & cold pressure water, LPG stove. Excellent value.



**39' IRWIN, '80.** Perfect liveboard at a very reasonable price. Her spacious interior has lots of room, shoal draft makes this a perfect Delta cruiser.



**38' ERICSON, '80.** This outstanding boat's equipment list presents her as 'ready to go' for extensive cruising. The best equipped Ericson anywhere!



**63' CHEOY LEE M/S, '83.** Ketch rigged motorsailer completely upgraded in '96. New galley equipment, designer interior, all new canvas. Major price reduction.



**51' BALTIC, '80.** Consistently upgraded including decks, elects., 3 staterooms, electric winches. Outstanding performance cruiser.



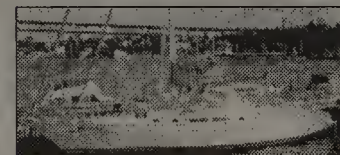
**J/35, '90.** Outstanding equipment list, excellent sail inventory, full interior. Perfect condition. Best J/35 on the West Coast. MOTIVATED SELLER.



**38' DEHLER, '87.** Van de Stadt designed. European quality. Owner will consider trade of larger performance-oriented sailboat. Full cruise amenities.



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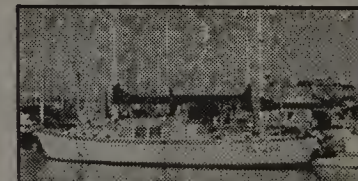
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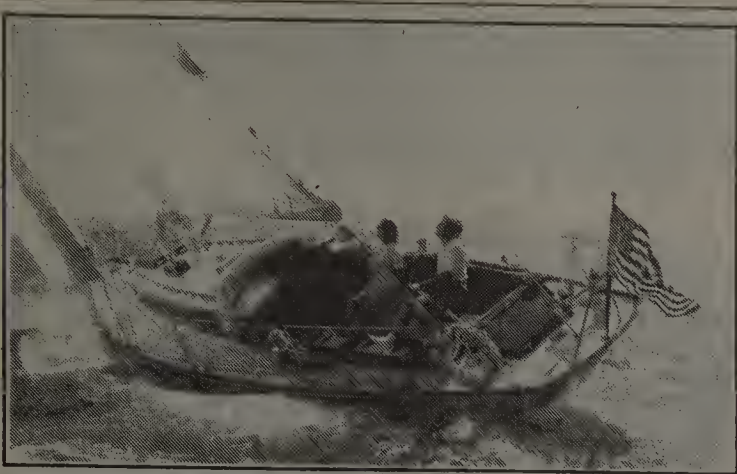
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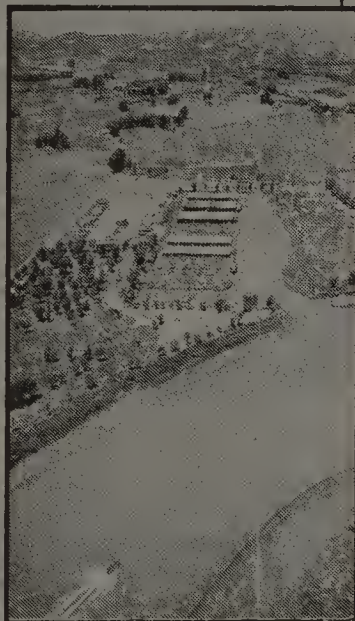
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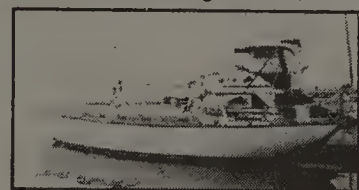
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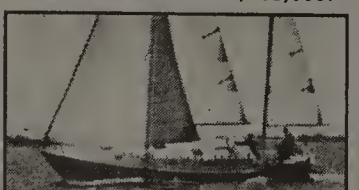
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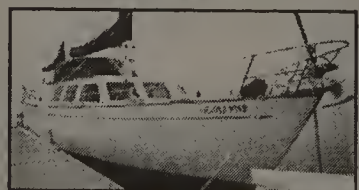
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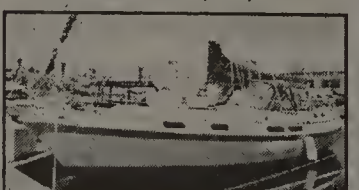
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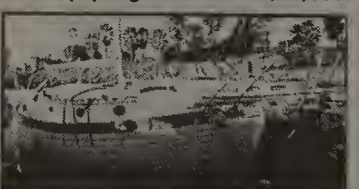
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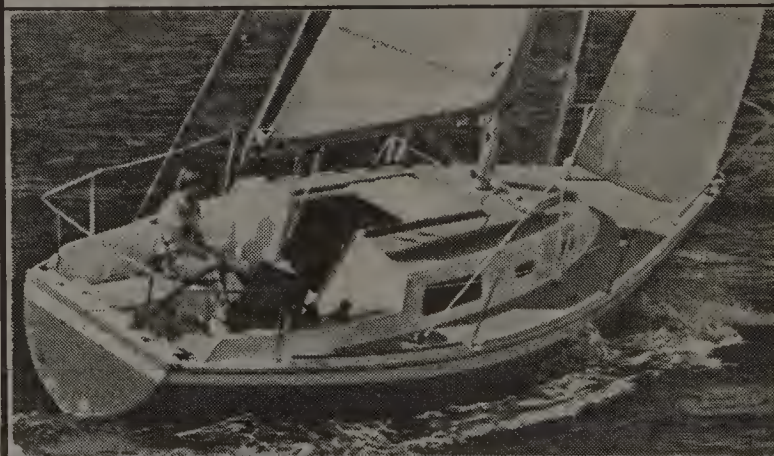
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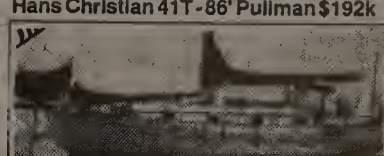
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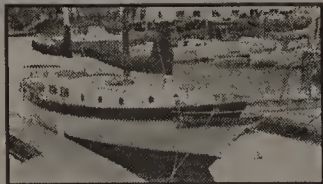
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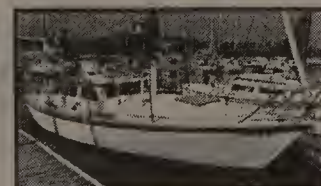
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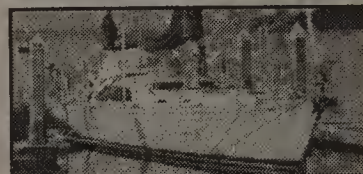
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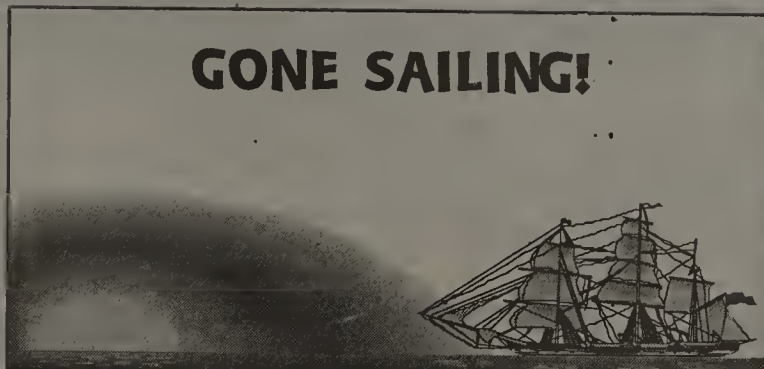
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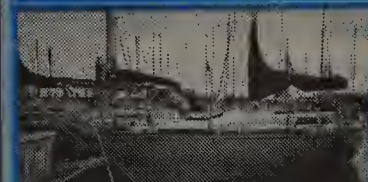
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### SELECTED CRUISING YACHTS

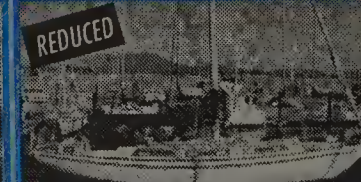
SAIL	LOD	BUILDER	YR	PRICE	SAIL	LOD	BUILDER	YR	PRICE	SAIL	LOD	BUILDER	YR	PRICE
60' SCHOONER	'95			\$385,000	36' WATKINS	'81			\$47,500	29' CAL	'70			\$15,000
60' OCEAN	'81			\$375,000	36' COLUMBIA	'68			\$28,950	29' ISLANDER	'67			\$11,900
51' PASSPORT	'84			\$275,000	35' CHALLENGER	'74			\$33,900	29' RANGER	'80			\$19,800
50' FORCE	'73			\$129,000	35' NIAGARA	'81			\$67,000	28' COLUMBIA	'77			\$15,000
48' MAPLE LEAF S. Cal.	'72			\$133,000	35' ERICSON	2 from			\$25,000	28' ISLANDER	'79			\$18,500
48' CELESTIAL	'85			\$149,500	34' ERICSON	'89/'90			\$69,000	27' NORSEA	'90			\$59,900
44' ISLANDER				\$49,900	34' CATALINA	S. Cal. '90			\$69,500	26' HAIDA	'69			\$11,950
43' YOUNG SUN	'78			\$129,000	34' OLSON	'89			\$49,500	25' YAMAHA	'79			\$12,500
42' PORPOISE KETCH	'67			\$60,000	34' HUNTERS	2 from			\$39,800	<b>POWER</b>				
41' FORMOSA	'74			\$42,500	33' BRISTOL	'69			\$26,500	61' STEPHENS FDMY	'70			\$340,000
41' MORGAN				\$61,500	33' GURNEY HUISMAN	'68			\$35,000	56' FELLOW&STEWART	'27			\$59,900
40' HARDIN PH	'70			\$43,500	33' MORGAN	'75			\$24,700	52' STERNWHEELER	'83			\$69,000
40' C&C	'81			\$69,500	33' PETERSON				35,000	46' CHRIS CRAFT	2 from			\$52,000
40' CAL	'64			\$55,000	32' MARINER KETCH	'70			\$24,900	42' MATTHEWS	'56			\$52,000
39' CAVALIER	'80			\$75,000	32' CENTURION	2 from			\$19,000	42' CHRIS CRAFT	'69			\$62,000
39' CAL	'71			\$55,000	32' CONTESSA	'81			\$34,000	41' PRESIDENT FBMY	'81			\$79,000
39' WESTSAIL				\$115,000	32' WESTSAIL	'74			\$42,000	40' CHRIS CRAFT	'68			\$39,900
38' CATALINAS	2 from			\$38,000	32' FUJI	'77			\$39,900	40' FISHING VESSEL				\$59,000
38' DOWN EAST (S. Cal.)	'75			\$49,500	30' PEARSON	'79			\$30,000	36' CROWN CUSTOM	'80			\$48,500
38' MORGANS	4 from			\$64,000	30' CATALINA	'84			\$29,000	32' TUNG HWA Trawler	'81			\$45,000
37' HUNTER	'88			Inquire	30' BABA	'83			\$62,500	30' TOLLYCRAFT	'72			\$26,000
37' FISHER	'80			\$110,000	30' ISLANDERS	2 from			\$25,900	30' SEA RAY	'77			\$34,000
36' ISLANDER	'80			\$58,000	30' NEWPORT III	'82			\$27,500	29' BAYLINER	'85			\$26,500
36.5 PEARSON	'79			\$59,500	30' CAPE DORY MS	'87			\$89,000	24' FOUR WINNS	'88			\$17,000
36' S2 11 METER	'85			\$75,000	30' HUNTER	'89			\$39,000	24' SEA RAY	'86			\$13,500



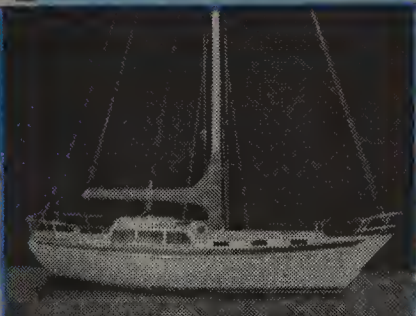
**36' CATALINA, '84.** Originally outfitted by Far-spar. Many expensive extras. Electric roller furling main. Roller furling headsail. Oversize primaries & secondaries. Must see! **\$48,500.**



**39' IRWIN.** New dodger/sail covers/cushions, Yanmar diesel, full battom main, roller furling headsail. **\$49,500.**



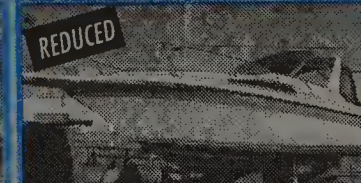
**45' VAN DER STAAT, '76.** Center cockpit. Pullman berth. Perkins. Exceptional f/g bluewater cruiser. Possible liveaboard in Sausalito. **\$69,000.**



**36' ISLANDER FREEPORT.** Plan B Model with Pullman Queen Berth. Perkins 4-108. Harken roller fuller furling. Excellent cruiser/liveaboard. **\$59,500.**



**60' CHRIS CRAFT MY, 1962.** Twin 460 hp Caterpillars. 3 staterooms + crew. Excellent condition throughout. Many extras. Parquet flooring. Enclosed aft deck. **\$185,000.**



**270/290 DA SEARAY SUNDANCER, '90.** With trailer. Low hours. Merc 454. Exceptionally clean boat. Asking **\$42,999.**



**54' CT, '78.** Robert Perry ketch. Super vessel built for serious offshore cruising. Completely restrengthened & refurbished. Beautiful rosewood interior. **\$189,900.**

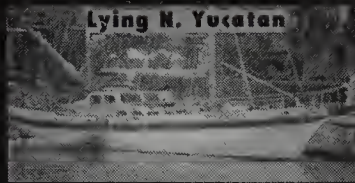
1 Gate 5 Road  
**SAUSALITO, CA 94965**







**64' SPARKMAN & STEPHENS** Built by Burger. Alum. structure & spars, teak decks, Hood Stowaway rig, 14' beam, luxurious, powerful. Asking \$380,000.



**Lying N. Yucatan**

**62' M/S cutter** kitch. 6 cyl. Garden dsl, AP, genset, radar, VHF, 2 steering stations, 3K mi. range under power, great sailer, air, watermaker, etc. \$225,000/Offers.

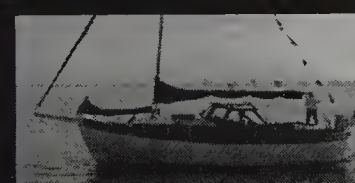


**MUST BE SOLD NOW!**

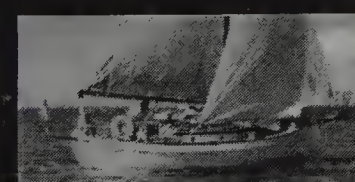
**38' FARALLON CLIPPER.** Classic cruising sloop by Bay Area's own Stephens Bros. Dsl, good condition & inventory. A bargain at \$18,750/Offers.



**INGRID 38'.** Heavy fiberglass hull, strong world cruising ketch by Blue Water Yachts. Dsl, lots of teak, comfort & safety at sea. 44' LOA. Asking \$63,000.



**SKOL MOTORSAILER.** Danish, dsl, center cockpit, double-ender, copper fastened, strong, roller furl, cutter rig, more. 31' 6" LOD, 38' LOA. \$34,800/offer.



**EMILY 27' LOD** double-ended cutter. 34' LOA, dsl, cruise ready. One of a kind masterpiece by Wm. Garvie for his own use, kept 23 yrs. Asking \$39,500.

ALL VESSELS! OFFERS ENCOURAGED ON

## 32' WESTSAIL CRUISING CUTTER



One of the most popular cruiser/liveaboard sailing vessels ever built!

• Diesel • Strong • Heavy-built glass trunk cabin model double-ender • Fiberglass dinghy • Krclog, VHF, etc. • Excellent inventory and condition

• Asking only \$42,000/offers

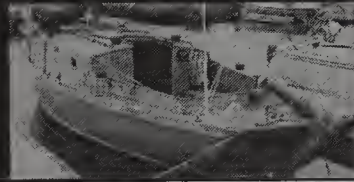


**19' CHRIS CRAFT CAPRI.** Classic varnished mahogany runabout. 350 CID V8 & custom heavy-duty trailer, full cover, exc. cond, fast. Asking \$12,500.



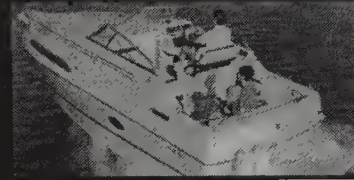
**ACT NOW - WILL SELL FAST!**

**BLUENOSE SCHOONER.** 43' LOA, 37' LOD. Hand. mahog. NE stays'l schmr w/dsls, wood stove, full galley, f/g dink, teak decks, more! A steal at \$20,000!

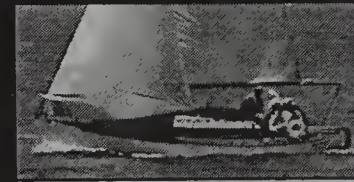


**26' CHEOY LEE FRISCO FLYER.** Glass w/lots of teak incl. decks. I/B, VHF, depth, stereo, self-tend jib, excellent condition. Asking \$8,750.

<b>SAIL</b>	27' NEWPORT 5, I/B	12,500	38' CHRIS Sdn Olx, perfect	39,000
74' MORGAN custom PH yawl, awesome world beater	27' CORONADO, Saildrive	Ask 7,000	35' EAGLE Trawler, glass, dsl, seaworthy & very roomy	Ask 65,000
50' CAMPER NICHOLSON perf. cruiser, outstanding condition	26' CHEOY LEE Frisco Flyer, f/g	8,750	35' OWENS Flagship, new twins	16,950
47' 30 SQUARE METER Sloop	26' COLUMBIA MkII	6,000	34' JEFFRIES Express Cruiser, exquisite condition	Ask 45,900
46' STAYSAIL SCHOONER, nice	26' PEARSON Slp, O/B, nice	6,000	34' SUNRUNNER Ultra 304	Ask 36,000
45' ALDEN M/S Kitch, dsl	26' ERICSON, new O/B, nice	\$4,500	31' BAJA, f/g, tg, sf	12,000
44' STEEL Cruising Sloop, 85% finished, 6 cyl Lehman dsl	24' C&C Slp, O/B	8,000	30' COMMERCIAL w/shrimp, halibut, rock cod, trap permit	26,500
41' GARDEN Ketch, perfect	24' COLUMBIA, new O/B	4,000	30' CHRIS CRAFT, '63	8,000
39' CAVALIER, Sloop, dsl, nice	22' MACGREGOR, pop-top, trailer	2,750	30' CHRIS CAVALIER, exc cond	22,500
38' CHANNEL CUTTER Slp, dsl	22' COLUMBIA 22, new O/B	4,000	28' HUNTER Sdn, nice	6,500
36' CAPE GEORGE CTR, f/g, dsl, excellent cond	22' TANZER Slp	4,250/offer	26' SABER CRAFT	5,500/offer
34' HANS CHRISTIAN HANSA	20' CAL, O/B, sloop	1,500/offer	26' SEARAY EXP, '82, NICE	9,800
33' RHODES WINDWARD, nice	<b>POWER</b>		25' FORMULA SL EXP, I/O V8	12,500
33' TRAOEWINDS M/S, teak, dsl	70' FANTAIL M/Y	149,500	25' CHRIS CABIN CRUISER, V8	6,600
AK/Hawaii vet	65' CHARTER YACHT	275,000/otr	25' CHRIS CRAFT CATALINA Try	11,500
33' TARTAN TEN, Kevlar sails	65' WHEELER M/Y, '31	95,000/otr	24' OWENS CRUISE, w/trailer, V8	
30' C&C MEGA 30	56' FELLOWS & STEWART	Ask 75,000		13,500/offer
30' KNARR, O/B, good inventory	52' STERNWHEELER, hybrid	76,000	24' SEA RAY w/trailer	8,000/offer
29' CAL 229, very clean	46' CHRIS CONNIE, dsl, loaded	69,000	22' BELL BUDY, I/O, nice	9,750
28' FELLOWS & STEWART, gaff rigged ketch	44' UNIFLITE F/B Sedan, dsl	34,500	22' FORMULA 31S, I/O	15,000
28' P-28, Danish sloop, full kl	43' MATTHEWS F/B, '65, V8s	\$7,500	20' SEA RAY AMBERJACK w/trlr	8,500
27' CATALINA, dsl, loaded	42' TROJAN, loaded	42,500	18' GLASTON, w/trlr, I/O	4,200
27' BRISTOL, O/B, clean	42' HUNTER SEDAN CRUISER	20,000		
	40' SALMON Trlr w/camm'l license, rebuilt 671 diesel	4,900		
	39' MEDITERRANEAN SF, '92, twin dsl, as new	Asking \$185,000		
	39' STEPHENS Sdn, '39	28,500		



**27' REGAL CLASSIC 233 w/trailer.** Like new. V8, VHF, depth, head, shower, etc. 1993 mod. w/less than 100 hrs use. Asking \$45,000.



**SPIDSGATTER, KERMIT PARKER'S PERSONAL YACHT.** Numse, 28' dbl end, dsl, champion Master Mariner. Own a legend! Asking \$18,000.

**NORPAC YACHTS**

**SAN RAFAEL YACHT HARBOR**  
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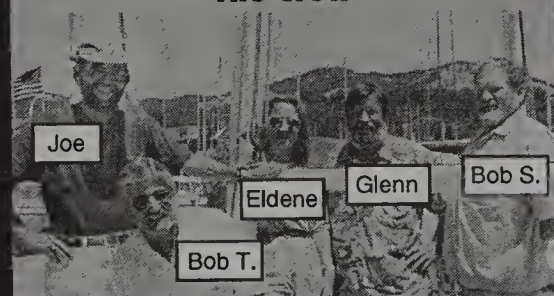
On Hwy 101



**HISTORIC MONTEREY TRAWLER 28'.** Fisherman's Wharf classic w/modern dsl & full electronics. Asking \$12,000 w/electronics, \$7,500 w/o.

**We would love to sell your boat - just call!**

### 'The Crew'



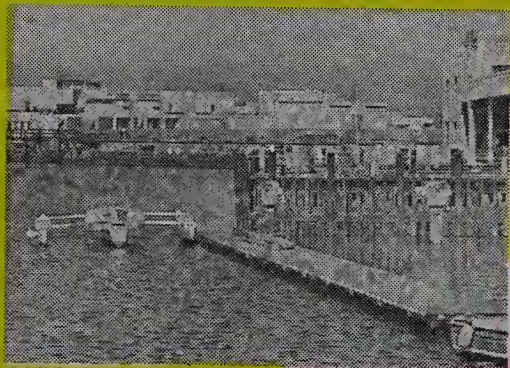
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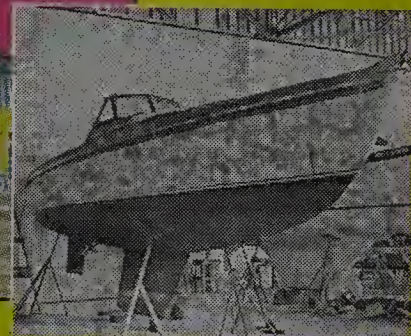
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